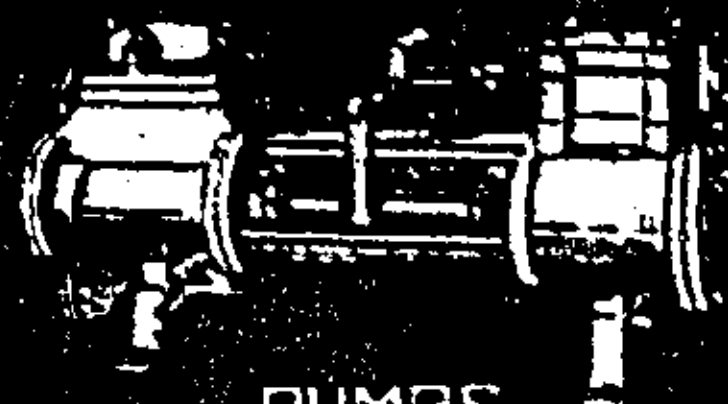


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The Hongkong Telegraph

FOUNDED 1881
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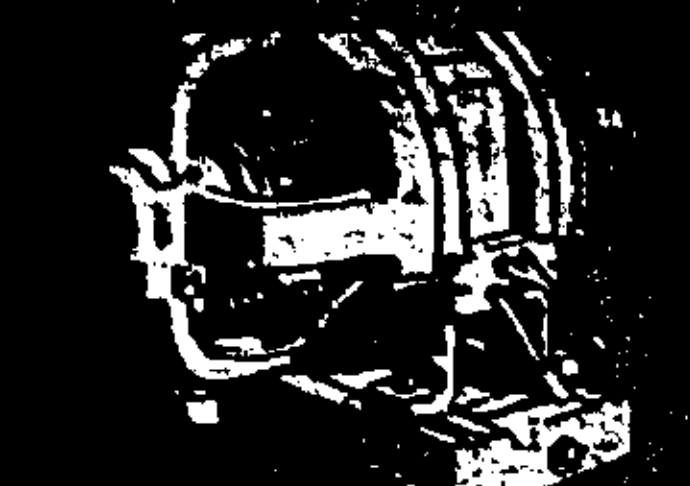
五拜禮 號七月十英曆

FRIDAY, OCTOBER 7, 1921.

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SINGLE COPY: 10 CTS
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G.E. MOTORS



ANDERSEN MEYER & CO. LTD.

THE WASHINGTON CONFERENCE.

President Harding's Plan to Carry the Senate with Him.

(Reuter's Service.)

Washington, October 6.
Reversing the method adopted by President Wilson when he took personal leadership of the American delegation to Paris, President Harding clearly intends to try to carry the Senate along with him either as negotiations at the Washington Conference proceed or when they are about to reach their conclusion. It should be remembered concerning this that without the approval of the Senate nothing very definite can be done by the United States. The President has made known that he intends to ask Congress soon to consider and, if possible, promptly pass a measure empowering the Secretary of the Treasury to negotiate the funding of the Allied debts. It cannot be frankly said, however, that there is much cause for confidence that the Senate will recede from its present attitude of recalcitrance, which is exemplified in the fact that, despite President Harding's request to the Senate to postpone action on the measure exempting American shipping from payment of Panama Canal tolls, a vote on this will be demanded on the 10th inst. and it is even likely that the Senate will pass the measure, though it will probably be held up in the House of Representatives. The present temper of Congress, particularly of the Senate, makes the passage of the Bill regarding the funding of the Allied debts very doubtful.

Denial of U.S. Pressure Regarding Allied Debt.

London, October 6.

An authoritative denial has been issued of a sensational statement declaring that the Government of the United States is pressing Britain for repayment of war debts. It is emphasised that the United States would not desire to prejudice the issues at the Washington Conference by raising such an important and embarrassing subject at present, and it is pointed out that while President Harding is opposed to the question of the war debts being discussed at the Washington Conference, he is heartily in favour of easy payments for the benefit of the debtor nations.

Australia Appoints Minister of Defence as Delegate.

Melbourne, October 6.

In the House of Representatives Mr. Hughes announced that consequent upon an interchange of cables between Australia and the United States, the Federal Government had appointed Mr. Pearce, Minister of Defence, to represent Australia at the Washington Conference. Mr. Pearce will sit at the same table as the British delegates. The announcement was disapproved by the Labour members, and Mr. Charlton moved that representatives of all parties be despatched to the Conference.

Mr. Charlton's amendment was defeated by 44 votes to 14.

Debate in U.S. Senate on Panama Tolls.

Washington, October 6.

When the Senate debated Senator Borah's Bill aiming at free tolls for American ships through the Panama Canal, Senator Calkins (Republican) advocated arbitration with Britain concerning this. He declared that legislative action would most seriously affect the outcome of the Washington Conference. Senator Calder (Republican) supported the measure on the ground that it was solely applicable to United States' vessels engaged in coastwise, not foreign, trade; therefore there was no question of discrimination.

Invitation to Netherlands Delivered.

The Hague, October 6.

The American Minister has presented to the Foreign Minister President Harding's invitation to the Netherlands to attend the Washington Conference.

CONDITIONS IN RUSSIA.

Literature Sold as Fuel.

Helsingfors, October 6.

Large quantities of books confiscated from the bourgeoisie are being sold in the streets of Petrograd as fuel.

Growing Revolt Against Bolsheviks.

London, October 6.

The Azerbaijan Information Bureau in London states that the anti-Soviet rising in Azerbaijan is growing. The Bolsheviks have lost a thousand killed and three thousand wounded in the fighting at Kharabagh. Enver Pasha has arrived at Petrograd, Northern Caucasus, with a view to opening negotiations with the Azerbaijan insurgents on behalf of the Moscow Soviet Government.

U. S. IMMIGRATION RESTRICTION LAW.

Britain Negotiating with Washington.

London, October 6.

The British Government is taking up with Washington the question of the entry of British subjects into the United States. This is due to the fact that many British and other cases have occurred lately where individuals obtained the necessary visa thither, but found on arrival in New York that, under the recent immigration restriction law, the total monthly number of people permitted entry from country to which they belong had been already reached. They therefore become liable to detention on Ellis Island and subjected to many hardships. They may, alternatively, be admitted later or be forthwith repatriated.

THE IRISH CONFERENCE.

Britain's Team.

London, October 6.

The Premier, Lord Birkenhead (the Lord Chancellor), Sir Hamar Greenwood (the Irish Secretary), Mr. Chamberlain (the Leader of the House of Commons), Sir Worthington Evans (the War Minister), and Mr. Churchill (the Colonial Secretary) will represent the Government at the Irish Conference in London on the 11th inst.

PROFITING INVESTIGATION.

Lord Mayor of Cardiff's Comparison.

London, October 6.

The Cardiff Corporation has ordered an investigation into alleged profiteering by retailers. The Lord Mayor said he was buying frozen meat at 4½d. per lb. for the relief of the distressed, for which butchers were charging the public eighteen to twenty pence.

BRITISH DOMINION SEEKS LOAN IN U.S.

Queensland Borrowing \$12,000,000.

(Reuter's Service.)

New York, October 6.

The first British Overseas Government loan in the United States is now being negotiated by the National City Bank Company, which is offering twelve million dollars' worth of Queensland bonds of a currency of twenty years, the interest being 7 per cent. In connection with the foregoing, it may be recalled that Queensland endeavoured to arrange the flotation of a loan in London last year, but negotiations broke down in consequence of financial circles requiring guarantees in view of certain legislation passed by Queensland. These were not forthcoming.

DEPRECIATION OF THE MARK.

Living Costs Up; also Dividends.

Berlin, October 6.

The two-fold effect of the depreciation of the mark—namely, an industrial boom and a rise in the cost of living—continues and is emphasised in daily announcements of increases in the price of commodities and of high dividends. The report of the Humboldt Machine Construction Institute declaring a dividend of 10 per cent. compared with the previous 6 per cent. states that an unprecedented number of orders has been received from abroad, including one of M. 17,000,000 of which 50 per cent. has already been paid. The Offenbach Rubber Works have increased the share capital from M. 8,000,000 to M. 17,000,000.

IMPERIAL COMMUNICATIONS.

Australian Premier's Proposal.

Melbourne, October 6.

Mr. Hughes, in the House of Representatives, reviewing the work of the Imperial Conference, urged the adoption of an Australian scheme of wireless communication with England as preferable to the Norman scheme of relays.

He submitted a proposal for an experimental air service for two years at a cost of a million by utilizing four airships from England, with mooring-masts at Cairo, Karachi, Singapore and Australia. He said that if long-distance air communication proved practicable, it would be unnecessary for Australia to advertise for immigrants.

PARIS RAILWAY COLLISION.

Later Enumeration of Fatalities.

Paris, October 6.

Nineteen were killed at Batignolles in the Suburban Railway collision. The hundred injured include two Englishmen. Another collision occurred at the Station Agen, two being killed and three injured.

[There is some discrepancy as to the number of fatalities. The first message mentioned that three deaths had so far been ascertained, while a later cable increased the number to 31, and added that more might be found when some of the carriages still in flames had been searched. There is now happily a reduction in the number of victims.]

THE RUBBER INDUSTRY.

Proposal to Form a Producers' Corporation Abandoned.

London, October 6.

The Rubber Growers' Association announces that the scheme to form a rubber producers' corporation is to be dropped. It is stated that a large number of directors and shareholders are ready to support the scheme, but they are outnumbered by other European and native owners.

INTERNATIONAL LABOUR CONFERENCE.

Appointment of Chinese Delegate.

Geneva, October 6.

The Chinese Minister at Berne, Mr. Wang Yung-pao, has been appointed Chinese delegate to the forthcoming International Labour Conference at Geneva.

COMMONWEALTH HIGH COMMISSIONER.

Sir Joseph Cook Appointed.

Melbourne, October 6.

Sir Joseph Cook has been appointed Commonwealth High Commissioner in London.

ITALY DOUBLES HER SUGAR PRODUCTION.

Paris, October 6.

The *Economist* states that the production of sugar in Italy in 1921 was nearly double that of 1920; therefore the import of sugar will be almost nil, thus saving Italy £3,000,000.

(Other Telegrams on Page 3.)

THE FAMINE FUND.

To-morrow's Closing Date.

We beg to remind our readers that to-morrow we intend closing our fund on behalf of the Russian Famine victims. The amount we have already received is \$681. We should very much like to be able to announce that the Fund had been raised to \$1,000 and we make this final appeal to our readers to associate themselves with this little local effort to give help to others who stand in such dire need.

On Monday we shall remit whatever sum we then have in hand to London by telegraphic transfer to the credit of the Lord Mayor's Fund, announcing the

sterling amount we were able to purchase.	
The contributions received to date are appended in the order in which we received them:	
"Humanity" ...	\$ 10
A Reader ...	25
Sympathiser ...	25
E.E.W. ...	25
M.O. ...	200
B.M.M. ...	20
Mrs. H. E. Pollock ...	100
L.P. ...	50
"Aidyn" ...	11
Sympathiser ...	10
"Z.Z." ...	5
H.D. ...	100
A. Broker ...	100
M.F. ...	10
J.J.S. ...	5
Total ...	\$681

THE MACAO AFFAIR.

Drastic Measures Proposed.

Our Canton correspondent reports that the "Peoples' Diplomatic Relation Society" and the "General Society of Heungshan" have met and considered the Macao incident and have addressed the Canton Government suggesting that the following steps should be taken—

1.—All the Chinese inhabitants of Macao to be advised to leave.
2.—All the Heungshan people to be advised not to go to Macao to sell vegetables, fish, meat or rice.

3.—All water traffic between Chinshan and Macao to be stopped.

4.—The Canton Government to develop the port of Heungchow.

5.—The Canton Government to discover and punish all those Chinese who are in any way connected with the opium and gambling business in Macao.

It is further reported from Canton that the Chinese gunboat Kwongching, which had been to Macao in connection with the harbour incident, was captured on her way back to Canton by a Salt Gabelle boat when off Ma Lau Chow, owing to the fact that the gunboat was carrying a few thousand bales of salt. All the officers and crew were arrested by the Salt Commissioner and later sent back to Canton.

A telegram from Peking states that the Portuguese Minister has made a formal protest to the Ministry for Foreign Affairs in regard to this incident in the inner harbour of Macao.

EX-ENEMY VESSELS.

An Echo of the War.

An echo of the late war was heard in the Supreme Court (before Mr. Justice Gompertz) this morning, when the Attorney General, the Hon. Mr. J. H. Kemp, made an application that the enemy ship the s.s. Rajaburi (Capt. E. Gathmann), owned by the Norddeutscher Lloyd, be condemned as the lawful prize and as droits and perquisites of His Majesty in his office of Admiralty.

On Oct. 27th, 1914, the Chief Justice, sitting in the Prize Court, having heard the claim of Mr. J.E.A. Widmann, on behalf of the Norddeutscher Lloyd, claimants of the Rajaburi, pronounced the ship to have belonged at the time of seizure to enemies of the Crown and as such to have been lawfully seized. The Attorney General for the Crown ordered the ship to be detained until a further order was issued by the Court. Since the original order was made, in view of subsequent decisions, the application had to again come before the Court, and this was done this morning. His Lordship making the order.

ROYAL VISITORS.

Siamese Princes on World Tour.

Two princes of the Royal Siamese family arrived at Hongkong this morning on a tour of the world. They are passengers on the Messageries Maritimes steamer Andre Lebon and will travel as far as Kobe on the vessel. The names of the royal visitors are:—Prince Chaofa Yugala, who is one of the younger brothers of the reigning King of Siam, and Prince Amarattha, a colonel in the Siamese Army.

The princes are accompanied by two military officers of their country. They have visited Singapore and Saigon, where they joined the French mail liner. After touring in Japan they will leave for America, later proceeding to England and the Continent and from there will take steamer for Siam. The princes came ashore this morning and paid an official call on the Consul for Siam, Hon. Sir C.F. Chater. Their stay in Hongkong is a short one as the Andre Lebon will sail to-night for the North.

PICTURE FEATURE.

To-Morrow's Special Supplement.

Readers of the *Hongkong Telegraph* to-morrow will have more than usual value in the way of pictures. We are publishing and presenting with to-morrow's issue a full page pictorial supplement of the Interport Swimming Festival, the photographs including a group of all those who took part in the Interport event together with officials and other swimmers, views of the big crowd which attended on the final day and pictures of a number of events including the 100 yards, 220 yards, 830 yards and high diving of the Interport. Other events of the festival are also shown.

In addition to the above we are publishing our usual page of local pictures, this week showing the launching of the first oil tanker in Hongkong which took place at the Kowloon Docks; group photographs of the Hoare-Lowson and Lo-Hung weddings, and four interesting pictures of the Rosary Sunday procession which took place at Kowloon on Sunday last.

MR. JUSTICE WOOD.

Congratulated on Forthcoming Marriage.

Mr. Justice J. R. Wood, who finishes at the Summary Court to-morrow and who during his leave, is to be married to Miss C. F. Kember, received congratulations from the members of the legal profession in the Summary Court this morning. Mr. A. H. Crewe, on behalf of the members of the legal profession, offered their best wishes on the occasion of His Lordship's forthcoming marriage and expressed regret that His Lordship was leaving the Summary Court. His Lordship replied that he was taken by surprise, but he wished to say that he very much appreciated the compliment that the members of the legal profession had paid him in mentioning the matter. He was glad to say that they had had very friendly relations in the Court.

INTERPORT POLO.

Shanghai Players Arrive.

The Shanghai team to play Hongkong in the interport polo contest arrived at Hongkong yesterday afternoon on the steamer Empress of Russia. They are:—Messrs. C.C. Boyd, J.F. Brennan, E.H. McMichael and H. G. Robinson. Mr. A. David, the reserve player, did not come down. Mrs. McMichael accompanies her husband.

The ponies have been in Hongkong for two weeks regaining their strength after the sea voyage and undergoing exercises to keep them fit. The interport game will be played at Causeway Bay on Monday afternoon next at 4.30 o'clock. On Wednesday a polo gymkhana will be held, the events being open to players of the Shanghai and Hongkong polo clubs. Earlier in the afternoon a four chukka match between the Shanghai team and a representative team of Hongkong Army players will be played. The Shanghai visitors will return to the North on the Empress of Russia when she sails on Thursday next.

To-Day's Exchange.

The closing rate of the dollar on demand to-day was 2s. 10½d.

The Weather.

2 p.m. Barometer:—29.90. Temperature:—83. Humidity:—85.

Lighting-Up Time.

Lighting-up time to-day, 6.05 p.m.

THE ROCKEFELLER PARTY.

Arrived in Hongkong.



JOHN D. ROCKEFELLER, JR.

Mr. John D. Rockefeller, Jr., arrived in the Colony yesterday by the Empress of Russia, which berthed at Kowloon shortly after three o'clock. He is accompanied by Mrs. Rockefeller, Miss Abby Rockefeller, Miss L. M. Kline, Mr. C. O. Heydt (private secretary), Miss Bennett (companion and secretary to Mrs. Rockefeller), Mr. Louis M. Herpe, and Dr. Geo. Leawell, of the Leper Station, Hoihow. Dr. W. H. Welch, Director of the School of Hygiene and Public Health, Johns Hopkins University, and Mr. T. Green, who are at present in Manila, are expected to join the party in a few days. Mr. Rockefeller and those who accompanied him in the Empress of Russia are staying at the Hongkong Hotel. Mr. Herpe, we regret to announce, is at present slightly indisposed and will probably have to keep to his bed for the next few days.

Mr. Rockefeller and party left Hongkong for Canton this morning by the early boat and are expected back in the Colony on Tuesday. They will leave on Thursday in the Empress of Russia for Japan, where Mr. Rockefeller has decided to stay a month before returning to America. The tour in the South is being conducted by Mr. W. B. Walker, local manager of the Standard Oil Company, who met Mr. Rockefeller in Japan.

News in To-day's New Advertisements.

Volunteer Orders appear on Page 4.
"The Whip", a Drury Lane drama, is now on at the Coronet—Page 7.
There will be a Tea and Dinner Dances at Repulse Bay Hotel on Monday—Page 4.
The Fire and Marine Insurance Associations will close on Monday—Page 4.
Nurse wanted at the Peak—Page 4.
Lady Stenographer can have a situation, provided she has had experience and a knowledge of filing correspondence—Page 4.
The film feature at the World Theatre is entitled "A Gentleman Rider"—Page 4.
The Colonial Dispensary advertise Forban's Tooth Paste—Page 3.
Lammert's are selling cases of Cognac on October 12 and a Motor Tractor on the day following—Page 4.
There will be a meeting of members of the St. Joseph's College Football Club on October 11. Page 4.

C. E. WARREN & CO., LTD.

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MEMORIALS OF ALL KINDS EXECUTED BY EXPERIENCED WORKMEN.

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POLISHED GRANITE A SPECIALITY.

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and the dates of departure for each port

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Motors from 12 B.H.P. to
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also spare parts.Works Tel. K.21.
Manager K.833.
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K.622.
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MRS. MORITA.
CERTIFICATED MASSEURS.
ATTENDANCE IN THEIR OWN HOMES
BY DESIRE.**MEE CHEUNG**

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OTHERS take your photos, but
by our 30 years experience we
take yours in EXCELLENT
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COMPLEXION instead of mere-
ly clear and sharp.

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SANTAL
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Of all Capsules Made in London

**"For the Blood is the Life."
Sufferers**from Bad Legs, Abscesses, Ulcers,
Piles, Glandular Swellings,
Eczema, Eruptions and Eruptions,
Gout, Rheumatism, and all other
conditions which are the result of
poor blood. The capsules are
designed to free the blood of all
poisonous matter, and to restore
it to its normal state. The capsules
are made of purest ingredients,
and are entirely free from
any harmful substances.

Pleasant to take.

Of all Chemists and Stores.

Refuse Substitutes.

"Everybody's
Blood Purifier."**GENERAL NEWS.****LINK WITH NAVAL FIGHT OF**

1877.

Captain Cecil Treherne, R.N.,
who has died at Weybridge at the
age of 60, was a naval cadet on
H.M.S. Shah when that vessel
fought the Peruvian turret ship
in 1877.**EX-ENEMIES IN CHINESE**

CUSTOMS.

The Chinese press states that
German or Austrian subjects who
formerly held posts in the Chinese
Customs Service will be re-instated
in their former positions.
Those who do not resume their
old positions will be allowed the
pensions which are due to them.**YESTERDAY'S WEDDING.****Guests and Wedding Presents.**The following is the list of
guests and wedding presents in
connection with the Burlington-
Basant wedding which took place
yesterday afternoon and which
we reported in our late edition
yesterday:**The Guests.**The invited guests to the
reception were—
Dr. Dalmahoy Allan, Com-
modore and Mrs. Bowden-
Smith, Mrs. Barnes, Captain
Betts, Miss Barnes, Mr. Breen,
Mr. and Mrs. A. Dyer Ball, Mr.
L. H. V. Booth, Mr. D. G. M.
Bernard, Sir William and Lady
Brunyate, Dr. Lyon Brown, Mr.
and Mrs. Temple Bevan, Dr. and
Mrs. Black, Lieutenant Bell, R.N.,
Lieutenant Caris Brown, R.N.,
Sir Paul and Lady Chater, Cap-
tain and Mrs. Cartwright,
Lieutenant Cobb, R.N., Vice
Admiral Sir Alexander and
Miss Duff, Lieut.-Colonel, Mrs. and
Miss Delacombe, Colonel Davy,
Mr. Dodginton, Mr. and Mrs. Dod-
well, Mr. and Mrs. Miss Edkins,
Mr. J. W. Franks, Captain Fisher,
Surg.-Lieut. Com. and Mrs. Fitzroy
Williams, Mr. and Mrs. Gompertz,
Mr. and Mrs. Holt
Gale, Mr. and Mrs. Eric Grimbale,
Mr. N. Grice, Mr. H. Green, Sir
Robert and Lady Ho Tung, Hon.
Mr. and Mrs. P. H. Holyoak, Mr.
Hake, Mr. E. W. Hamilton, Mr. and
Miss Hastings, Mr. and Mrs. R.
Hancock, Surg. Lieut. Com. and Mrs.
Hayes, Mr. and Mrs. R. J. Hall,
Rev. J. T. Holman, Mr. and Mrs.
F. C. Hall, Mr. and Mrs. the
Misses Irving, Miss Inness, Dr.
J. T. C. Johnson, Lieut.
General Sir George and Lady Kirk-
patrick, the Misses Kirkpatrick,
Hon. Mr. and Mrs. Kemp, Miss
Kember, Mr. and Mrs. T. H. King,
Mr. Allan Keith, Chief Inspector
and Mrs. Kerr, Mr. and Mrs.
R. E. Lindell, Hon. Mr. Lau
Chu Pak, Mr. and Mrs. Lafrantz,
Mr. and Mrs. Lay, Mr. Y. P. Law,
Captain and Mrs. Leslie-Smith, Mr.
L. Longinotto, Madam Lemaitre,
Mr. Melbourne, Hon. Mr. McI. Mes-
ser, Mr. and Mrs. McElderry, Dr.
and Mrs. Moore, Chief Detective
Inspector Morrison, Captain
R. Neville, Miss Nave, Lieut.
A. E. Nicholl, R.N., Lieut.-
Colonel Nicholson, Mr. North,
Madame Negre, Mr. G. N. Orme,
Hon. Mr. and Mrs. Perkins, Hon.
Mr. and Mrs. Pollock, Mr. Perdue,
Mrs. Ross, Mr. and Mrs. the
Misses Ram, Mr. E. Rice, Hon.
Dr. and Mrs. C. Severn, Miss
Stanley Smith, Sir Eric and Lady
Stuart Taylor, Mr. and Mrs. N. L.
Smith, Mr. and Mrs. G. R. Sayer,
Dr. and Mrs. Smalley, Hon. Mr. and
Mrs. A. G. Stephen, Mr. and Mrs.
M. J. D. Stephens, Surg. Com. and
Mrs. Sanders, Pay Lieut. Com. and
Mrs. Stern, Mr. and Mrs. Schofield,
Mr. D. W. Tratman, Rt. Rev. the
Bishop of Victoria, Dr. Valentine,
Mr. E. C. Wolfe, Mr. J. R.
Wood, Lieut. Col. and Mrs. Wynd-
ham, Rev. G. Waldegrave, Mr. and
Mrs. Wynne Jones, Mr. and Mrs.
Wakeman, Major and Mrs. R. B.
Young.**List of Presents.**Bride to "Bridegroom, gold
wrist watch.
Bridegroom to Bride, gold wrist
watch.
Mrs. Mr. G. Miss J. and Miss
R. Burlingtonham, house linen.
Miss E. and Miss P. Burlingtonham,
dinner mats.
Mr. E. Basant (bride's father),
blankets and house linen.
Mr. R. E. Basant (bride's brother),
cutlery.
Miss Basant (bride's cousin),
dessert knives and forks.
His Excellency the Governor and
Lady Stubbs, entree dish, lace.
Dr. J. C. Dalmahoy Allan, silver
cruet set.
Commodore and Mrs. Bowden
Smith, condiment dishes.
Mr. L. H. V. Booth, coffee per-
colator, 2 pipes in case, yellow
sapphire brooch.
Miss N. Barnes, silver bell.
Mr. and Mrs. T. P. Bevan,
silver ash trays.
Dr. Lyon Brown, cigar box.
Miss Botting, tea and tray
cloths.
Mrs. Hamilton Barnes, tea
cloth.
Mr. D. G. M. Bernard, pair silver
toast racks.
Dr. and Mrs. G. D. R. Black, cut
glass flower vases.
Mr. Breen, silver flower vases.
Sir Paul and Lady Chater, silver
tea service and tray.
Chinese Detective Inspector and
Sergt. Major, silver flower vases.
Chinese Sergeants of Central
Police Station, silver rose bowl.
Captain and Mrs. Cartwright,
brass bowl on stand.Mr. and Mrs. Dodwell, silver
flower vases.
Mr. and Mrs. Deakin, bon-bon
dishes.
Lieut.-Col. Mrs. and Miss Dela-
combe, menu holders.
Miss Evans (bride's aunt),
silver tea and coffee service and
dinner service.
Mrs. Patrick Evans and Miss M.
Evans, Mr. and Mrs. Geoffrey
Evans, Mr. and Mrs. Roy Lyon,
breakfast service.
Lady Evans, cheque.
European Contingent of H.K.
police force, silver tea and coffee
service and tray, silver cake
basket, set of three brass trays.
Mr. and Mrs. Edkins, carved red
lacquer case.
Mr. J. W. Franks, silver
cigarette box.
Captain Fisher, two pairs nut-
crackers.
Mr. and Mrs. Gompertz, bon-bon
dishes.
Mr. and Mrs. Eric Grimbale,
silver toast rack.
Mr. N. Grice, silver cocktail
shaker.
Mr. and Mrs. Holt Gale, set of
ten porcelain bowls.
Mr. H. Green, cigarette box.
Hon. Mr. and Mrs. P. H. Holyoak,
silver fruit dish.
Sir Robert and Lady Ho Tung,
silver calendar, candle sticks, pen-
holder and ink pot.
Mr. and Mrs. R. Hancock and
Mr. and Mrs. H. Hancock, entree
dish.
Mr. and Miss Hastings, silver
mustard and pepper pots.
Mr. Hake, brass fire irons.
Mr. and Mrs. R. M. Hamilton,
(Perang), table cloth.
Mr. and Mrs. R. J. Hall, silver
pot.
Mr. E. W. Hamilton, silver salt
cellars.
Mrs. F. C. Hall, pair silver trinket
boxes.
Surg. Lieut. Com. and Mrs. Hayes,
cumber hat pins.
Mr. and Mrs. Irving, blackwood
opium stool.
The Misses Irving, jam jar.
Miss Inness, blackwood stool.
Indian Inspectors and Sergt.
Majors, silver and mother of pearl
cake dish.
Dr. J. T. C. Johnson, silver tea
caddy.
Lieut. Gen. Sir George and Lady
Kirkpatrick, bon-bon dishes.
The Misses Kirkpatrick, napkin
rings.
Mr. and Mrs. Kemp, thermos
dask.
Miss Kember and Mr. J. R.
Wood, silver ink pot.
Mr. Allan Keith, butter dish.
Mr. and Mrs. T. H. King, silver
tumbler stands.
Hon. Mr. Lau Chu Pak, jade
brooch and jade cuff links.
Mr. and Mrs. Lafrantz, coffee pot.
Mr. Y. P. Law, China plate.
Mr. and Mrs. R. E. Lindell, bon-
bon dish.
Mr. and Mrs. Lay, tea cloth.
Capt. and Mrs. Leslie-Smith,
enamelled and silver trinket boxes.
Mr. L. Longinotto, Weihaiwei tea
set.
Madame Lemaitre, satin nightdress
case.
Mr. and Mrs. Philip Lyle, silver
coffee pot and milk jug.
Hon. Mr. McL. Messer, silver
tea caddy.
Mr. and Mrs. McElderry, cushion
covers.
Dr. and Mrs. Moore, silver menu
holders.
Chief Detective Inspector Mor-
rison, silver cup.
Lieut. Col. & Mrs. J. B. McKaig,
silver salt cellars.
Mr. C. D. Melbourne, set of four
occasional tables.
Captain R. Neville and Mr. E.
Rice, silver toast rack and tea
spoons.
Mr. North, lacquer boxes.
Madame Negre and Lieut.-Col.
Nicholson and Col. Davy, electric
light stand.
Mr. G. N. Orme, tea cloth.
Hon. Mr. and Mrs. Perkins, silver
rose bowl.
Mr. Perdue, silver ink stand.
Hon. Mr. and Mrs. H. E. Pollock,
brass vases.
Mrs. Ross, tea cloth.
Mr. and Mrs. the Misses Ram,
framed water colour.
Hon. Dr. and Mrs. Claud Severn,
tea service and blackwood tea table.
Mr. and Mrs. A. G. Stephen, gold
chain purse.
Master Philip Stubbs and Miss
Anne Beddingfield, silver tea spoons.
Pay Lieut. Com. and Mrs. Stern
two pictures.
Miss Stanley Smith, three China
bowls, embroidered dressing table
covers.
Mr. and Mrs. Schofield, icy-hot
flask.
Mr. S. J. Silva (chauffeur to H. E.
the Governor) to bride, tea spoons;
to bridegroom, silver ash box.**PREPARING FOR THE LIGHT-HEAVY-WEIGHT
CHAMPIONSHIP.**

American on his Chance with Carpenter.



(By Tom Gibbons.)

[Gibbons was matched with Carpenter for October. There has been a postponement, but the pair may meet in February.]

Getting the match with Georges
Carpenter for the light heavy-
weight championship of the world
is a stepping stone to a fight with
Jack Dempsey and the heavy-
weight title.And it is the heavyweight
crown that holds the real magic
for me.I regard the Frenchman as the
next best man to Dempsey.
After I win from him, and I am
sure I will, and decisively, Demp-
sey will have to fight me.It is much better that I fight
Carpenter before being matched
with the champion.The match will be a test for
me. It will give the public a real
line on me.**His Prediction.**If Carpenter fights me the
same way he did Dempsey, the
advent won't go four rounds. If he
adopts a different style, it will
take me longer to beat him just
as it would have taken the
champion under different cir-
cumstances.Carpenter fought Dempsey
wrongly.When he mixed it with him, he
cast aside any chance of victory
he may have had.He had no defence for the
champion's in-fighting. He was
a baby in the arms of the power-
ful Dempsey.But my! how game he was.
He showed a fighting heart that
is seldom equalled in the rosined
ring.Mr. and Mrs. G. R. Sayer, cut
glass flower vase.Dr. and Mrs. Smalley, napkin
rings.Mrs. M. J. D. Stephens, horse
shoes.Surg. Com. and Mrs. Sanders,
silver powder box.Mr. and Mrs. N. L. Smith, set of
Fochow lacquer trays.Sir Eric and Lady Stuart Taylor,
lamp shade.Sir Frank and Lady Taylor,
cheque.Mr. D. W. Tratman, sugar basin
and cream jug in stand.Tennis players of s.s. Mattawa,
s.s. Methven, s.s. Kharki, s.s.
Dredgol, s.s. Loong Sang, s.s. Pear-
lent, sauce boats and ladle, pickle
forks.

Dr. Valentine, silver tea spoons.

Rt. Rev. Bishop of Victoria,
leather blotter.Mr. and Mrs. Maurice Webb,
bride's brother-in-law and sister,
cane of table silver.

Mrs. Maurice Webb, brooch.

Sir Aston, Lady and Miss Webb
tea cloth.Rev. G. Waldegrave, fish slice and
fork.In that second round he proved
he was a terrific slugger. What
he lacked was a combination of
punches to follow up the lead he
had started by rocking Jack with
his right.Instead of being able to bore on
in with his left, he had to keep
drawing back his right to cock it
for his next punch.When one fighter analyzes
another, he puts himself in his
place and figures what he would
do under similar circumstances.**Analysis.**But as I sat at the ringside that
day I had a two-fold purpose. I
was studying both men—Carpen-
tier, the man I am matched to
fight in October, and Dempsey,
the slugger whom I will eventu-
ally meet.I saw in Carpenter a wonder-
ful athlete, a clever boxer, with
punching power only in his right,
a novice at in-fighting, but a man
who possesses a heart that is
game to the core.In Dempsey I saw a man who
is a fighter from his toes up, will-
ing to take a punch in order to
give one, and marvellously
strong. He wasn't as fast on his
feet as I had expected him to be.
He keeps set always to deliver a
knock-out blow.Dempsey is a spot-picker like
myself. He fights the in-
section of his opponents. That
is what gets the real results in
knock-out fighting.Some time ago I went to the
University of Minnesota to see a
human body dissected in order to
learn first hand the exact location
of the most vital nerve-centres.**Spot-picker.**Those nerve-centres are the
spots I pick and land on.While the finishing blows id-
most of my 12 consecutive knock-
outs this year have been to the
chin or jaw, it was a well-placed
body sock that started my
opponents to the canvas.When you know the spots,
knocking a man out is like press-
ing buttons. You keep pressing
them until you get the combina-
tion that turns off the lights.I have had 73 fights during my
ring experience. Of them but 23
have been knock-outs. I've piled
up 12 of them in the last six
months. Until this year I always
figured I was a clever boxer, not a
puncher.While it may sound foolish for
me to say I can punch as hard as
the champion, I believe in my
own heart that I can.And because I am faster than
Dempsey, his equal at in-fighting,
a better boxer and just as hard a
puncher, I think I can knock
Carpenter out quicker than the
champion did at Jersey City.in a hopeless plight. It was pre-
sently seen that there were a
number of men aboard her and
the Shuntien immediately went to
the rescue. In circumstances of
very considerable difficulty the
vessel was got sufficiently near the
derelict craft to enable ropes to
be thrown and made fast, and
after half an hour's hard work the
boat was brought alongside and
the men on her hauled aboard, all
being safely transferred. Twenty-
five lives were thus saved.The men rescued were members
of the crew of the Japanese steam-
er Koun Maru, a cargo vessel of
1,000 tons, which left Chingwang-
tao on the morning of the 24th.
Heavy weather was encountered
and the vessel foundered in the
Gulf of Pechili, three lives being
lost at the time the crew took to
the boats. The survivors, who
had been drifting about perilous-
ly for nearly 48 hours when pick-
ered up by the Shuntien, were in an
exhausted condition, but quickly
recovered, thanks to the attention
they received. On arrival of the
Shuntien at Chefoo the men were
handed over to the care of the
Japanese Consul.**DRAMATIC RESCUE AT
SEA.****Twenty-Five Lives Saved
In Gulf Of Pechili.**A dramatic rescue at sea was
accomplished by the C. M. S.
Shuntien on Sept. 27th, in the
course of her voyage to Shanghai,
the incident reflecting the greatest
credit on the Master (Captain C.
A. Christiansen) and the ship's
company. When in latitude 38.10
N. 120.28 E., and at a time when
a very high sea was running, the
look-out sighted a small boat with
a single sail hoisted, tossing about

NOTICE.

Durability

That is what you want in a Piano for this climate. MOUTRIE products have this quality to a high degree; that is why we can GUARANTEE them for a longer period than any other Piano made. Prices from \$600 upwards.

Liberal discount for cash.

S. MOUTRIE & Co. LTD

BRUSH YOUR TEETH

with
FORHAN'S TOOTH PASTE

ESPECIALLY INDICATED IN THE TREATMENT
of
PYORRHEA, CHRONIC ULCERATION
etc. etc.

COLONIAL DISPENSARY

Telephone No. 1377. 14, Queen's Road, Central.

DINNER SERVICES, TEA SETS

RUGS

CARPETS & TABLE COVERS

HOP CHEONG

Telephone No. 654. Complete House Furnishings. 50, Queen's Road Central.

YOU CANNOT AFFORD TO BE WITHOUT THEM.

JUST received a large Consignment of (1) LACTOGEN the most digestive food for infants which keeps good in quality during hot Weather; (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics; (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days; and (4) JOHN CARILL'S GOLDEN FLEECE MAGIC and CINDERELLA SOAP for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

總代理 德粉 奶 牛 廠 英 丹
SHU FUNG TAI & CO.

Sole Agents for Hongkong and South China.

47 and 49, Connaught Road Central, Hongkong.

Telephone No. 1332.



SOLE AGENT,

MITSUBI BUSSAN KAISHA, LTD.,
HONGKONG.

BLUNDELL SPENCE & CO., LTD.

HULL & LONDON.

SHIP'S COMPOSITIONS



Anti-Fouling
and
Anti-Corrosive.



ACEAL

ANGLO-CHINESE ENGINEERS ASSOCIATION LTD.

Telephone 673
3, Queen's Buildings.

REISS & CO.

(REISS BROS., LTD.)

Show Room.
15, 16 Connaught Rd.

NOTICE.

LANE, CRAWFORD & Co.

SPORTS DEPARTMENT.

WE HAVE JUST RECEIVED LARGE STOCKS
OF

GOLF,

TENNIS,

FOOTBALL,

&

CRICKET

GEAR,

BOXING
GLOVES.

\$12.75 set.

"GOLD
MEDAL"
RACKETS.

\$30.00

BY THE LEADING BRITISH MAKERS

ALSO

A NICE SELECTION OF

TOYS & INDOOR GAMES.

EARLIER
SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

SHANGHAI TELEPHONES.

Shanghai, October 5.
The Shanghai Chinese telephone operators are on strike following the arrest and dismissal of an operator for swearing over the telephone at a Chinese detective connected with the French Police Force. On the operator being arrested other operators refused to work unless he was released. An emergency foreign girls staff is handling the service excellently.

Shanghai, Oct. 6.
The phone strike is settled.

LITTLE SUPPORT.
DANGEROUS

Singapore, Oct. 6.
It is reported from London that the I.G.A. scheme for a Rubber Producers' Corporation has been definitely abandoned for lack of support.

PROPAGANDA.

Singapore, Oct. 6.
Malayan newspapers comment strongly on the Chung Lok-shan letter on the schools agitation. They declare that the movement is finally discredited and that the Government is strengthened in suppressing dangerous propaganda.

SECRET PAPERS OF
EARL HAIG.

Locked up in British
Museum Till 1940.

If the secret documents relating to Lord Kitchener are deposited in the British Museum for 50 years, as is proposed by Lord Escher, they will be locked up in a special cupboard with Lord Haig's private papers relating to the war. It is not generally known that about two years ago Lord Haig's personal notes and documents, which must be of immense national and historical interest, were given into the charge of the British Museum with instructions that they were not to be opened until 1940.

Although he has received many tempting offers, the Field-Marshal has refused to write a book on the war, and he has always maintained great reticence about the secret history of the campaign in France, of which he must know so much.

SAFETY AGAINST FIRE.

It was through Lord Escher that the documents came to be deposited in the British Museum, an official of the institution explained.

"Lord Escher obtained the consent of the other trustees, and had the documents locked up in a special cupboard," he said. "Very few people can know anything of their contents. Personally I have not even seen the papers."

"No very elaborate arrangements have been made to safeguard the papers, but you can take it that they are locked away safely, and that arrangements have been made for protection

OUR DAILY FASHION



Afternoon frock of beige cloth embroidered in bright red and combined with brown satin. The long open sleeves represent one of the new fashions.

against fire, as in the case of everything else in the museum.

LORD BYRON'S DOCUMENTS.

"When the time arrives in 1940 the documents will be opened and examined by the trustees. I suppose it will not be decided until then what use will be made of them."

"It is not an infrequent occurrence for private documents to be deposited in the museum for a stated number of years but

there are not many instances of papers of military interest being so dealt with.

"Quite a number of valuable literary manuscripts have been deposited here, and a number of private papers relating to Lord Byron were locked up for a number of years."

"They were eventually examined by the trustees, but it was decided not to make the contents public."

STETSON
HATS

A New
FALL
STETSON

THE SINCERE CO., LTD.

"HONGKONG EMPORIUM"

EARLIER TELEGRAMS.

GANDHI'S LATEST.

Bombay, Oct. 6.

Forty-eight non-cooperation leaders, headed by Gandhi, have issued a manifesto on the subject of the arrest of the Ali brothers asserting the right of everyone to express an opinion without restraint regarding the propriety of citizens serving the Government. It offers the opinion that the duty of every Indian civilian and soldier is to sever his connection with the Government which is contrary to national dignity and to find other means of livelihood. Gandhi has sent a letter to the *Bombay Chronicle* appealing to the people to remain peaceful and to refrain from strikes in the eventuality of his arrest.

BANQUE INDUSTRIELLE.

Paris, Oct. 6.

By the decision to authorise the Chinese Government to raise a loan in France for the reconstruction of the Banque Industrielle de Chine the French Government intends to safeguard French interests in the Far East. If the French Government is ready to give moral support to the Chinese Government the principal shareholder in the bank expressed the condition that the Chinese Government should give full guarantees on the resources of China, and the money raised should be spent on orders to French industry.

COLLIERIES REOPENED.

London, Oct. 6.

Joybells announced the decision to reopen the North Wales collieries. [A telegram dated Oct. 4 stated that these collieries had been closed down since the high cost of working.]

NEW ADVERTISEMENTS.

WANTED.

WANTED.—Immediately an efficient Lady Stenographer with knowledge of filing correspondence &c., in an American Office. Only those with past experience need apply. State salary required to

Application
c/o Post Office Box 294.
HONGKONG.

WANTED.—Nurse at Peak for a boy of 5.—Apply Box No. 612 c/o "Hongkong Telegraph"

TO BE LET.

TO LET.—4 Large, bright, airy offices, centrally located.—Apply Box 611 c/o "Hongkong Telegraph."

LOST.

LOST.—String of Pearls at V.R.C.'s ladies' dressing room during late on Saturday. Will under please return it to Hon. Secretary?

REPULSE BAY HOTEL.

BANK HOLIDAY—Monday.
10th OCTOBER

A TEA AND DINNER
DANSANT WILL BE
HELD ON Monday.
10TH OCT.

ST. JOSEPH'S COLLEGE
FOOTBALL CLUB.

A Meeting will be held on Tuesday, 11th October, at 5.30 p.m. in the College. All old boys interested are requested to attend.
R. M. OMAR.
Hon. Secretary.
Hongkong, October 7th, 1921.

HONGKONG VOLUNTEER
DEFENCE CORPS.

Orders by Lieut-Colonel L.G. Bird, D. S. O.

Administrative Commandant.

Hongkong, 7th October, 1921.

1. Parades Recruits Drills will be held at Volunteer Headquarters on Monday, 10th and Kowloon Docks on Friday, 14th inst., at 5.30 p.m.

Dress: Plain Clothes.
2. Musketry. Part 1. Annual Musketry Course will be fired by members of Artillery and Engineer Companies who have not yet fired, on Sunday, 9th inst., at King's Park Range, commencing at 10 a.m.

Dress: Plain Clothes.
Officer for duty—2nd Lieut. R. M. Smith, M.B.E.

3. Promotions and Appointments.
The following Promotions and Appointments will take effect from this date.

Infantry.
No. 9. Sergt. W. H. Edmonds to be C. S. M. Instructor of Musketry.

Artillery Company.
No. 133 Sergt. L. S. Greenhill to be Company Sergt. Major.
No. 19 Gunner C. E. Frith to be Corporal.

Engineer Company.
No. 90 Sapper F. P. Lanfesty to be Lance Sergeant.
No. 17 Sapper R. J. Everest to be Lance Corporal.
No. 215 Sapper L. Brewer to be Lance Corporal.

4. Engineer Company. D.E.L. Practice Runs.
Instructional Class on Defence Lights will be held at Belchers from 5.30 to 7.30 p.m. on following dates:

Thursdays, 13th and 20th Oct.
Thursdays, 27th and 3rd Nov.
Thursdays, 1st and 15th Dec.

5. Cadet Company.
Parade. The Company will parade at Headquarters on Monday, 14th inst., at 5.30 p.m.

Dress: Drill Order with carbines.
Promotion. Corporal Hast to be Sergeant.

G. T. E. RAPSON.
S. Major,
Adjutant, H. V. D. Corps.

KOWLOON CRICKET CLUB.

A BAND CONCERT
AND DANCE

will be held in the grounds of the above Club.

ON
Saturday, October 8.
9.15 p.m.

BAND OF WILTS REGT.

by kind permission of Lieut.-Col. Wyndham and Officers

Admission \$1.00

by permission of The Government

GENERAL HOLIDAY.

This notice will be given for all purposes from 10 a.m. to 11 p.m. on Monday, the 10th October, 1921. The above notice will be entirely correct on that day.

N. L. SMITH.

Superintendent.

Imports & Exports.

BANK HOLIDAY.

In accordance with Ordinance No. 5 of 1913, the EXCHANGE BANKS will be closed for the transaction of PUBLIC BUSINESS on Monday, the 10th inst.

Hongkong, 5th October, 1921.

HONGKONG JOCKEY CLUB.

The Fourth Gymkhana Meeting will be held (weather permitting) at the Happy Valley, on Saturday October 8th, commencing at 3.30 p.m.

The Charge for admission will be \$1 for others than Members of the Hongkong Jockey Club.

Soldiers and Sailors in uniform half price.

The Stewards invite the Ladies of Hongkong to be present.

FIRE & MARINE INSURANCE
ASSOCIATIONS OF
HONGKONG.

NOTICE

BANK HOLIDAY.

NOTICE IS HEREBY GIVEN that all FIRE & MARINE INSURANCE OFFICES will be CLOSED for the transaction of PUBLIC BUSINESS on Monday, October 10th, 1921.

By Order.

LOWE, BINGHAM &

MATTHEWS,

Secretaries.

Hongkong, October 7th, 1921.

POLO GYMKHANA.

A Polo Gymkhana will be held on the Polo Ground on the afternoon of Wednesday, the 12th October, at 4 p.m. The events are open to the Members of the Hongkong Polo Club and the visiting Shanghai Polo Team.

This Gymkhana will be preceded by a four chukka Polo Match, commencing at 3 p.m., between a Shanghai Light Horse Team and a Hongkong Team, representing the Army (Past and Present).

The Public are cordially invited to attend.

Playing days this week will be Monday, Wednesday, and Friday.

NOTICE.

We have this day taken over in Hongkong and China, the sole representation of the Associated Machinery Corporation of New York, manufacturers of:

Power Shovel Crane and Excavator Combination
Trench Cutters, Ladder and Wheel type

Concrete Handling Equipment for Roads

Concrete Handling Equipment for Structures

Building Mixers
Canal Cutting Machinery
Transmission Towers

REISS & Co.,
(Reiss Brothers Ltd.)

October 1st, 1921.

NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Tuesday the 11th day of October, 1921, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of four Lots of Crown Land at the junction of Queen's Road Central and Pedder Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Lot	Regulatory No.	Locality	Boundary Measurements	Area in Sq. Feet	Area in Acres	Annual Rent	Upset Price
1	211	Queen's Road Central	215' 0" x 115' 0" x 115' 0" x 115' 0"	11,360	0.26	\$1,000	\$1,000
2	212	Queen's Road Central	215' 0" x 115' 0" x 115' 0" x 115' 0"	11,360	0.26	\$1,000	\$1,000
3	213	Queen's Road Central	215' 0" x 115' 0" x 115' 0" x 115' 0"	11,360	0.26	\$1,000	\$1,000
4	214	Queen's Road Central	215' 0" x 115' 0" x 115' 0" x 115' 0"	11,360	0.26	\$1,000	\$1,000

Particulars and Conditions of the letting by Public Auction Sale, to be held on Tuesday, the 11th day of October, 1921, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mount Kellett Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Regulatory No.	Locality	Boundary Measurements	Area in Sq. Feet	Area in Acres	Annual Rent	Upset Price
1	215	Mount Kellett Road	215' 0" x 115' 0" x 115' 0" x 115' 0"	11,360	0.26	\$1,000	\$1,000

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Saturday, the 8th Oct., 1921

commencing at 11 a.m.

at No. 24 godown of the Hongkong and Kowloon Wharf and Godown Co. Ltd., Kowloon

10 cases Coffee pots

8 cases Kerosene Lamps

3 cases Shoe Polish

69 cases Glass-ware

1 case Cloth and Hair Brushes

1 case Penholders

1 Lot Matches

Terms: Cash on delivery.

LAMBERT BROS.,

Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 12th Oct., 1921

at 12 o'clock (noon)

at their Sales Rooms, Duddell Street

254 cases "Tank" Brand Cognac

(in 3 Qualities One Tank, Two Tanks and Three Tanks equivalent to One, Two and Three Stars)

Terms: Cash on delivery.

LAMBERT BROS.,

Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Thursday the 13th Oct., 1921

commencing at 3 p.m.

at the premises of the United Motor Co. Ltd., Kowloon

One Hood Tractor

Weight 2500 lbs.

Motor 22.5 H. P. delivering 40 H. P. to rear wheels

Speed 10 Miles per Hour

Body, Platform body. Standard

4 x 6 feet

Carrying Capacity: One and a half tons

Terms: Cash on delivery

LAMBERT BROS.,

Auctioneers.



Hongkong's Most Modern Picture Palace.
Entirely Under British Management.

TO-NIGHT 9.15 p.m. TO-NIGHT
By Arrangement With Broad West Films
A De Luxe Sporting Drama of The Season

Starring

STEWART ROME and GREGORY SCOTT

"A GENTLEMAN RIDER"

MATINEE PROGRAMMES.

5.15 p.m.

"LITTLE MISS OPTIMIST"

2.30 and 7.15 p.m.

"TRAILED BY THREE" 1, 2 & 3 Epis.

Featuring Smart Holmes and Frankie Mann.
A Whirlwind Serial of Adventure Romance and Thrills.
A Trip Around the World in Fifteen Episodes.

Booking at Messrs. MEHTA & CO. (Tel. 951.)

NOTICE.

We have removed our offices to fourth floor, Bank of China Building, No. 4 Queen's Road Central.

WRIGHT & HORNBY.

Hongkong, 1st Oct., 1921.

NOTICE OF REMOVAL.

We have this day removed to 2nd floor of Bank of China Building, 4 Queen's Road Central, Entrance Duddell Street.

Dated 1st October, 1921.

PITENDRIGH RUMJAHN & CO., LTD.

NOTICE OF REMOVAL.

We have this day Removed to the first floor on the top of The Bank of China, No. 4 Queen's Rd. Central, entrance in Duddell Street.

RAMSEY & CO.

Hongkong, 1st Oct., 1921.

NOTICE OF REMOVAL.

Notice is hereby given that we have removed our offices from Hotel Mansions to No. 4, Queen's Road Central, fifth floor, on top of the Bank of China, Ltd.

GETZ BROS. & CO. OF

THE ORIENT, LTD.

Hongkong, 1st Oct., 1921.

OFFICIAL NOTICE.

Proposal to Change a Ship's Name.

We The Indo-China Steam Nav. Co., Ltd. of London hereby give notice that in consequence of uniformity in naming the vessels of the Indo-China Fleet. We have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894 in respect of the ship "Yannis" of Hongkong official number 151423

of gross tonnage 3372.41 tons, register tonnage 2062.91, beretofore owned by Nicholas E. Ambatielos-Cephalonia-Greece, and since by the Indo-China Steam Navigation Company of London, for permission to change her name to "Mausang" and to have her registered in the new name at the Port of Hongkong as owned by The Indo-China Steam Navigation Company Limited.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

Dated at Hongkong this 1st day of October, 1921.
(Signed) JARDINE MATHESON & CO., LTD.
General Managers.

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

The Twenty-Fifth Ordinary Annual Meeting of Shareholders in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, on Saturday 8th day of October 1921 at noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July 1921.

The Transfer Books of the Company will be closed from 1st to 8th October 1921, both days inclusive.

By Order.

M. MANUK.

Secretary.

Hongkong, 23rd Sept., 1921.

THE COWIE HARBOUR COAL COMPANY LIMITED.

SILIMPOPON COAL

The undersigned are prepared to quote prices for best quality freshly mined SILIMPOPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 28 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.

Agents,

The COWIE HARBOUR COAL CO. LTD.

RUSH FOR THE KING'S GRAPES.

There was a rush for the King's grapes, grown on the great vine at Hampton Court Palace. About 200 pounds, all that were cut, were sold in a few hours.

YOUR GLASSES SHOULD GIVE REST

and comfort to your eyes. If they do and if the mountings are properly adjusted, they are All Right. Do not be satisfied unless they are. There is no comfort in spectacles that are merely "good enough." They are either Right or All Wrong. If your glasses are in need of changes, adjustments or repairs, send them to the Hongkong Optical Co. Successors to Clark & Co., Refracting and Manufacturing Opticians (the originators of manufacturing Toric lenses in the colony) located in 53, Queen's Road Central. They have the equipment to adjust your glasses to a nicety.

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Effective from this date we are enabled to announce a large reduction in the price of motor car and motor cycle tyres.

DUNLOP MAGNUM NON-SKID.	OTHER MAKES.
30 x 3 1/2 Cl. \$41.75	78 x 5 Fisk Non-skid Cl. \$25.00
32 x 3 1/2 S.S. 44.18	31 x 4 Fisk .. 50.00
32 x 4 S.S. 58.87	31 x 4 Sioux .. 60.00
34 x 4 S.S. 62.77	32 x 4 General Cord S.S. 120.00
34 x 4 Cl. 60.00	33 x 5 Fisk Non-skid S.S. 85.00
32 x 4 S.S. 64.48	34 x 4 Fisk plain S.S. 55.00
34 x 4 Cl. 75.00	80 x 120 Sioux Non-skid Cl. 75.00
34 x 4 S.S. 79.22	815 x 105 Sioux .. 80.00
35 x 4 Cl. 80.00	815 x 105 Genl. Fabric .. 75.00
35 x 4 S.S. 82.75	
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37 x 5 Cl. 112.45	

Exclusively new stock.

The largest stock of tyres in the Colony.

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TO-DAY'S
MISCELLANY.

It remains an abiding curiosity of the film industry that the writing of the "letterpress" should apparently count for so little, and that there seem to be no professional "readers" to look out for obvious mistakes, notes a London scribe. It happens very rarely that a word is misspelt in the great modern newspaper, in spite of the rush of production, whereas film letterpress writers seem still to be in trouble with the spelling of quite ordinary words. When the industry was a young one this was to be understood, but it seems curious that mistakes of spelling and the negation of any sort of literary style, in spite of much attempt at fine writing, should still be possible.

Sir David Henderson, whose untimely death robs the League of Red Cross Societies of their organising spirit, was one of the

great captains of the war, says a Home journal. No man ever entered more enthusiastically into the business of fighting in the air, when, in the autumn of 1914, he flung his three or four daring squadrons over the German front. As the world now knows, the weapon of the aeroplane under his guidance grew swifter and deadlier, until its supremacy over the enemy became unchallengeable. At the age of 50 he trained himself to qualify for a pilot's certificate, and was thus able to sympathise completely with the emotions of his boy fliers. "I will tell you," he said to the carping critics of 1917, "that these young men are the very salt of the earth. For cool courage, for the high spirit and enterprise that seeks adventure, for self-sacrifice and devotion, there has been nothing to equal the Royal Flying Corps." Sir David, one is glad to think, lived long enough to find his eulogy universally echoed.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
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"PYRRHUS" 11th Oct. London, Amsterdam & Antwerp
"TITAN" 25th Oct. London, Amsterdam & Antwerp
"RHESUS" 8th Nov. London, Amsterdam & Antwerp
"MENTOR" 15th Nov. London, Amsterdam & Antwerp
"MACHAON" 22nd Nov. London, Rotterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"EUMAEUS" 13th Oct. Genoa, Marseilles & Liverpool
"TELEMACHUS" 15th Oct. Rotterdam & Liverpool
"ANTIOCHUS" 1st Nov. Genoa, Marseilles & Liverpool
"PELEUS" 10th Nov. Marseilles, Harro & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

"PROTESILAUS" 2nd Nov. Victoria, Seattle & Vancouver
"IXION" 23rd Nov. for Shanghai
"TALITHYBIUS" 14th Dec. for Singapore & London

NEW YORK SERVICE

(via Suez or Panama)

"EURYMACHUS" 15th October. via Suez

PASSENGER SERVICE

"PYRRHUS" 11th Oct. for Singapore & London
"MENTOR" 30th Oct. for Shanghai
"MENTOR" 15th Nov. for Singapore & London

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AGENTS.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "MALAYA"

will be loading for Rotterdam, Hamburg, Copenhagen and other Scandinavian Ports about 31st October.

Further Sailings—

S. S. "RHODESIA"end of November
M. S. "JAVA"first half of December
M. S. "ANNAM"end of December.

For further particulars please apply to—

MANNERS & BACKHOUSE, LTD.

Hongkong, 28th September, 1921.

THE NORWEGIAN AFRICA & AUSTRALIAN LINE

S. S. "RENA"

will be loading on berth about the end of October taking cargo on through Bills of Lading for Scandinavian Ports at Conference Rates.

For space and particulars please apply to

THORESEN & CO.,
Agents.

BEAUTIFUL DEBUTANTE'S END.

The daughter of a railway magnate and once a leading figure in Baltimore, Sara Cowen, aged 33, died alone, amid the sordid surroundings of a cheap New York hotel, last month, apparently from an over-dose of morphine, to which she had become addicted. The most beautiful debutante of her coming-out year, she figured in a romantic elopement in 1909. She divorced her husband two years later and

afterwards disappeared. Nothing was heard of her until three years ago, when she was found in a prison hospital at Blackwell's Island under treatment as a drug-taker. She was discharged apparently cured in 1919 and joined the New York post-graduate hospital as a probationer nurse. Less than a year later she was dismissed for alcoholism. After that, nothing was heard of the millionaire's daughter until she was found dead on the floor of the hotel bedroom.

"WE CANNOT ACCEPT."

Mr. de Valera's Speech to Dail Eireann.

The following is an account of Mr. de Valera's speech to Dail Eireann at the Dublin Mansion House on the 17th ult., from reports which I have seen this morning from the British and foreign Press (he said) there seems to be a doubt in the minds of the world as to what our attitude is towards the British proposals. There seems to be a doubt as to whether what I have said or whether our letter means acceptance or rejection. I think there ought to be no doubt in anybody's mind. We cannot and we will not, on behalf of this nation accept these terms. There is an Indian proverb—it was told to me as an Indian proverb—"Fool me once, shame on you. Fool me twice, shame on me." The Irish people are not going to be fooled this time.

It was said, he continued, that they were offered Dominion Home Rule, that Ireland was offered the status of the British Dominions. Ireland was offered no such thing. That very phrase "Ireland was offered Dominion status" contained two falsehoods. According to them, where was Ireland? There was no Ireland. There were two broken pieces of Ireland. Ireland could never, because of the geographical facts, which they were supposed to ignore, in the way of things be offered such a thing as the status of a Dominion. "Australia and South Africa and the rest are not neighbours of Britain. We are neighbours of Britain, and it is this geographical fact that the world must take into account. Almighty God has placed these islands as neighbours, and because we are neighbours we want to enter into the best possible relations, and, being neighbours, we want to be neighbourly, and if they were wise they would want to be neighbourly. If I am living beside a neighbour it is not right, nor does it tend to neighbourly relations, if that neighbour should claim the right to commandeer my house."

NEIGHBOURS AND "TRESPASS." Continuing, Mr. de Valera said that Ireland was not between her neighbour and the world. That neighbour could go round them. They were not standing between Britain and the world. The seas around Ireland were not shut off from Britain. Ireland was not shutting off these seas. "We have no enmity toward her," he said. "At least, if this question were settled I believe there would be no enmity." There was the fundamental fact that if they were to be neighbourly each should try not to trespass on the property of the other. England claimed the right to trespass on their property. The next facts they were asked to take into account were historical facts. He could not give them better than in the words of the present British Prime Minister, who said:—Centuries of ruthless and often brutal injustice, centuries of insolence and insult—have driven hatred of British rule into the very marrow of the Irish race. The long record of oppression, proscription, and expatriation, has formed the greatest blot on the British fame for equity and common sense in the realm of government." That was the present Prime Minister's statement in the House of Commons on March 7, 1917. Those were fundamental historical facts. The fundamental human fact which British statesmen and all statesmen must take into account was that Britain did not want to act properly beside her neighbour. Her ruthless oppression had engendered in the Irish people a hatred of British rule to the mar-

row of their bones. The obvious thing to do was to end that rule.

It was stated that the relations between Ireland and Britain constituted a problem. They did. They constituted a problem—the very problem that they had in their daily lives, where a strong and powerful and selfish person was anxious to encroach upon the rights, the property, and the freedom of a neighbour. How could it be settled? Simply on the basis of that justice which every human being knows to be right and just. He had laid great stress upon justice. It was not in human nature or the nature of man to be content as long as injustice was being done to their nation, and as long as injustice was being done to Irishmen and Irishwomen ready to give up their lives in the fight against that injustice. Therefore those who really wanted peace must take human nature into account. They claimed—and they were the real statesmen in this matter; it was they who were working for the real and final settlement—they claimed that the relations between Ireland and Britain must be on the relations of justice. They must do it in that way if there was to be a settlement which would be final and satisfactory. The problem was a fundamental human one—the problem of the weak, with right on their side, against the strong, who could, because of their strength, afford to be unjust.

THE QUESTION OF ARMAMENTS

They had to try to settle that problem. Often it happened that right clashed against might, and they could only have a settlement by giving way, one side or the other. But in this case it was so clearly a case of right against wrong that there could be no compromise if it were to be final and satisfactory. There could be no compromise on the side of right. Time after time they had said that, if there were any right of Ireland that could be shown to conflict with the right of Britain, they were ready to meet and adjust: this on the basis of mutual give and take, but it was all taken on the British side, and that attitude could neither commend itself to the Irish people nor to anybody who wished for a satisfactory or final settlement.

"England," continued Mr. de Valera, "is a Great Power. The population of her island is somewhere near 50 millions. We are only 4½ millions. Well, this island, with 50 millions, says it is afraid of us. To carry on that pretence it says that it must stipulate that our armaments be reduced to the size of what is found necessary in their island. We are never likely to compete with Britain in armaments, and therefore we have no hesitation in entering into any agreement on the limitation of armaments, provided it is obvious that the intent is for that good and wise purpose, and not for the purpose of disarming Ireland. We do not mean to be helpless. We mean to arm ourselves to the utmost of our power, that we may be able to resist to the utmost of our power. If it should happen that we have to give way—great causes have had to give way to force—we shall do it boldly, and not seek to save our faces. We are not going to be led into the prison house or to give parole in order that they won't have the trouble of providing guards for us.

I have no enmity to Britain. In all our discussions with my colleagues I have seen nothing like enmity to Britain or the British people. The fact that we are neighbours, as pointed out in our official Bulletin, would make for our cultivating proper relations with Britain—relations which would bring us more closely together for mutual

interests than any other nations in the world. But there is no likelihood that we shall seek combination when it is simply combination with the enemy that has despoiled us most and would seek in the combination an opportunity of despoiling us still. An association that would be consistent with our right to see that we were the judges of what were our own interests, and that we were not compelled to leave our own interests to others—a combination of that sort would, I believe, command itself to the majority of my colleagues, but it would be really a combination that would agree with the description that the British themselves gave to this offered association. They have described it, I think, speaking of their Dominions, in terms at any rate which amount to a free and friendly co-operation. Free and friendly co-operation is one thing. Forced co-operation is another. The co-operation of the British Dominions is free. British statement admitted that it was free. They have conceded as a proof that it was free that they could get out if they wanted to. They have not chosen to get out. But we are told that we must stay in whether we like it or not—that, no matter how our interests are affected, no matter how the greater power of the partner is used to interfere with the rights of the smaller, we have no means whatever of securing that our interests are considered. We are not claiming any right to secede, because there never can be in the case of Ireland a question of secession, because there has never been a union. (Cheers) To those who talk as if there were a union I would say that if there were one it was severed here on January 21, 1919.

NO ENMITY TO ULSTER.

Dealing with the position of Ulster, Mr. de Valera said the people of the North were free to regard the matter from their own point of view. "In coming into negotiations with us, they have not to give up that point of view. As far as I am concerned, I would be willing to suggest to the Irish people to give up a good deal in order to have an Ireland that could look to the future without anticipating distracting internal problems. That is what these negotiations have been, as far as I am concerned directed towards all the time—to get in touch with the people of the North of Ireland and to tell them that for them we have no enmity, and that we would make sacrifices for them that we would never think of making for Britain, because they are Irishmen, living in Ireland. We have been unable to secure that, because unfortunately, the major problem between Great Britain and Ireland has engendered another problem with a section of our own people. England's solution of that suggested that there should be adjustments by which minorities in Ireland should have their interests safeguarded and we would be able to give them every safeguard which any reasonable person could say they were entitled to. As I have said, we are ready to leave this question to external arbitration, because we are basing our claims only on right, and because we know perfectly well that, pleaded before an impartial tribunal, there could only be a verdict in one direction. England's claims in Ireland are unreasonable: the claims of the minority are unreasonable; but even so unreasonable claims we will be ready to consider. And I, for one," concluded Mr. de Valera, "would be ready to go a long way to give way to them, particularly to their sentiments, if we could get them to come with us, and to consider the necessities of their own country, and not be allying themselves with the foreigner. I think I have made my attitude

HIRE OF SHIP.

Bank Sued Under Guarantee.

In the Commercial Court, King's Bench Division, Mr. Justice Bailhache had before him an action by the Leeson Shipping Co., Ltd., of Cardiff, against the Banca Commerciale Italiana to recover the sum of £15,136 alleged to be due under a guarantee. Mr. W. N. Raeburn, K.C., and Mr. G. Langton (instructed by Messrs. Holman, Fenwick and Willan) appeared for the plaintiffs; and Mr. Harold Murphy, (instructed by Messrs. Stephenson Horwood and Co.) for the defendants. Mr. Langton said the plaintiffs were the owners of the steamship Glenbridge, and the action was brought in respect of a guarantee which was given by the defendants in May, 1919, as to hire of the steamer. Under clause 5 of the charter-party the plaintiffs, "in default of such payment or payments for hire, shall have the faculty of withdrawal of such steamer from the service of the charterers." The steamer was returned to plaintiffs in March, 1921. In February, 1921, the plaintiffs exercised a lien on a bill of lading, and obtained £8,000 odd by that means.

Mr. Holly, of the plaintiff firm, stated that the vessel was chartered by a Mr. A. Abcof, of Rome, under a guarantee from the defendant bank for two years. The monthly hire was £7,563. Payment was made regularly till December 22, 1920, when default was made. A second instalment was due on January 22, 1921.

Mr. Murphy, for the defendants, said they did not dispute the claim. If it were proved and judgment given, payment would be forthcoming at once.

His Lordship, in giving judgment, said the action against the bank was on a guarantee. Mr. Abcof took the steamer over in August 1919, and he paid the hire till December 22. On that date he failed to pay; thereupon this guarantee became enforceable. Plaintiffs had managed to recover by the exercise of a lien on freight some £8,000. The vessel was not returned till March, 1921, so that by that time there was the December, January and February hire due, and this three months' hire exceeded the sum of two months' hire guaranteed by the bank. Indeed, he supposed four months' hire was due, and the total amount due exceeded the sum guaranteed plus the £8,531 recovered by the exercise of the lien. The bank did not surmise that they had any answer to the claim, but said they were instructed by Mr. Abcof not to pay. The plaintiffs had to satisfy him that the bank were liable. He was satisfied that the bank were liable, and the bank hearing the result, would pay, as they had always been willing to pay but for the intervention of Mr. Abcof. There would be judgment against the bank for the sum claimed.

and the attitude of the Ministry fairly clear to you. It is on that attitude that we are here before you for judgment. It is on that attitude we are before the Irish people for judgment. The Irish people in the past have not flinched when force was brought against them to deprive them of their just rights, and the Irish people will not flinch now because more arms are being sent for."

While Dail Eireann was sitting, three policemen, in civilian clothing, who were standing in the crowd outside the Mansion House, were arrested by Volunteers and taken into the Mansion House by a side door. Mr. Dugan, chief Republican liaison officer, was called, and he telephoned to Dublin Castle. Two officials came on the scene, and soon afterwards the three policemen were liberated,

THE IRISH QUESTION.

Speech by General Smuts.

Speaking at a civic luncheon held at Capetown to welcome him on his return from the Imperial Conference, General Smuts, Prime Minister of South Africa, dealt with the work of the Conference.

Referring to the Irish situation, he said he tried, on arrival in England, to see if some moderating influence could not be brought to bear upon the horrible situation. He took up the attitude that, if he had anything to do with it, it would be upon two conditions, namely, he would not take action unless invited to do so by the leader of the Irish people themselves. He did not want to interfere, and acted only when he received that invitation.

The second condition was that he did not want to be connected with the British Government, but to approach it from an entirely outside point of view, as a third party, bringing to bear on an old situation peculiar experiences acquired from many bitter years in the history of South Africa.

On those two conditions he entered into a discussion with all the parties concerned, with the result that, from that horrible state and stress of war, brigandage, and murder, as well as complete anarchy, they had come to a truce which has been kept till today.

WITHOUT PREJUDICE.

A man charged at Willesden with assaulting the police said the co-stable caused his own injuries by putting "the half-Nelson" on him.

"Has he plenty of means to pay this debt?" a plaintiff was asked in the Shoreditch County Court. Plaintiff—He's a Shoreditch dustman.

Bookmaker at Old Street—Betting is not illegal, sir. Mr. Wilberforce, Magistrate—Is there any further information you wish to give to the court?

When charged at Lambeth a betting man said—"I was just going to blow off two horses I fancied myself." Mr. Hav Halkett—"Blow off?" Superintendent Davison—He meant "telephone."

A landlord complained at Bow County Court that his tenant's daughter went home late with her sweetheart and said "good-bye" at the door. Solicitor—Well, they must say it somewhere.

"My husband and I are diametrically opposed to each other in our views on matrimony," declared a woman at Southwark County Court, "and consequently we have decided to separate." "And what has become of the children?" inquired Judge Sir Thomas Granger. "Oh, she's got the lot," replied the husband.

Mr. Cairns, the Thames Magistrate—There is a tendency in some families nowadays for the sons to think that the old man's day is over.

Heard at Marylebone County Court—Does this woman wear her skirts the usual length? Answer—No, she wears them the usual shortness.

"My father is an undertaker. He is not doing good business." Magistrate—"I cannot conscientiously wish your father a return of trade prosperity."—At Thames Police Court.

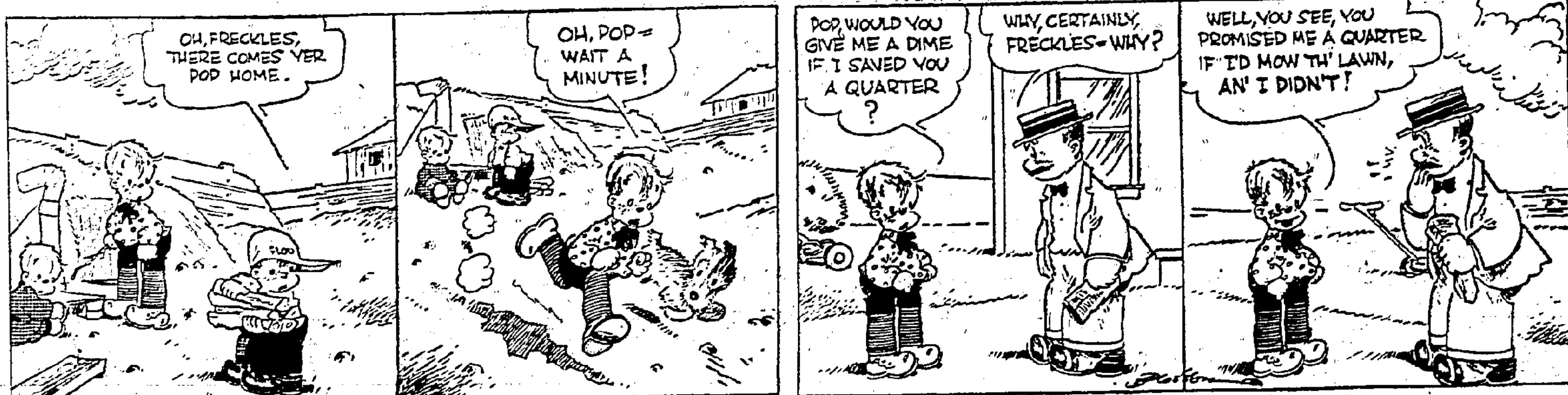
Two women began to dispute, so that Shoreditch County Court was filled with the noise. Judge Cluer—"One at a time, please. You deal like that with your husbands—and finish with a black eye!"

"I walked along the court where I live, when up he comes. It was Biff! Bang! Wallop! and down I went." Magistrate—"Out in the first round—fashionable nowadays."—At Thames Police Court.

FRECKLES AND HIS FRIENDS

Did He Get the Dime? He Did Not!

BY BLOSSER



REQUISITES FOR SHAVING.

RAZORS. Gillette, Auto, Ever Ready, Rogers.

RAZOR STROPS. Auto, Canvas & Leather.

SHAVING SOAPS. Colgate, Williams, Solace, Shavall, Gibba, Vinolia, Erasmo.

SHAVING CREAMS. Williams, Johnsons, Colgate, Palm Olive.

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S. WATSON & CO., LTD.
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Hongkong Dispensary.
Phone No. 16.

The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 7, 1921.

A QUESTION OF INTERPRETATION.

In the early days of the world conflict mammoth posters invited patriotic Brits to enlist "for three years or the duration of the war." It was promised that they would be released on its termination or as soon as they could possibly be spared, so that in the event of a speedy termination the troops might well have expected to be discharged in much less than three years. On the other hand, if the war lasted a dozen years they were still liable to serve, hence the mention of a fixed period appears to have been irrelevant in any case. Perhaps it was suggested by Lord Kitchener's forecast of three years at a time when many people were talking of the war being over in six months. A similar doubt occurs when considering the text of the Anglo-Japanese Treaty, in which a fixed period is mentioned, but with a qualifying clause that materially affects this. The point arose in connection with the recent Imperial Conference, and is of importance as providing an example of the slack manner in which momentous instruments are framed (a species of draftsmanship in which jurists, statesmen, and diplomats are supposed to excel).

As the Lord Chancellor has given his decision, which implies some rebuff to the Law Officers, who had interpreted the Treaty in an opposite sense, the question may be regarded as disposed of; but its importance, especially in view of the approaching Pacific Conference, prompts a few words of comment upon a leaderette in our Kobe contemporary (the British-owned *Japan Chronicle*). In Art. VI. it is provided that the Treaty "shall remain in force for ten years from date" (July 13, 1911). This is explicit enough; but the Article proceeds: "In case neither of the high contracting parties should have notified twelve months before the expiration of the said ten years the intention of terminating it, it shall remain binding until the expiration of one year from the day on which either of the high contracting parties shall have denounced it," unless either ally is then actually engaged in war, in which case the alliance shall continue until peace has been concluded. The provision in the clause as to giving notice is ambiguously worded, and, remarks our Kobe contemporary, "is open to any interpretation that that may suit the exigency of the moment." The Lord Chancellor has decided that the clause means the Treaty continues indefinitely subject to a year's notice, upon which the *Japan Chronicle* remarks that the fixing of a definite term "appears meaningless." It does so appear at first sight, but it is conceivable that there was a rational purpose. The "high contracting parties" may have decided that it would suit their interests to conclude a pact for a certain period at least, and that thereafter the Treaty would run on without the need of a formal renewal, but with liberty to terminate upon giving a year's notice.

What is really the unsatisfactory feature of this highly important clause is that it should have been drawn in such a manner as to leave the intention in doubt. Many people supposed the clause simply to mean that the Treaty continued for an extra year. Apparently the literal meaning of the clause is not that the Treaty continues for any number of exact years, but that after nine years have been completed either party can give notice on any day and the Treaty expires in twelve months from that day, in the absence of which notice the alliance continues indefinitely. But there is ample evidence that such was not the view entertained at Home, else why so much discussion of "renewal," with suggestions of a short extension for negotiations? and it is improbable that the Japanese Government entertained that view. As a matter of fact, the British Law Officers had decided that the Treaty expired at the end of the ten years, though this interpretation was based upon the extraneous circumstance that in July of last year (and again in the July just passed) the parties notified the League of Nations of certain modifications, which the Law Officers construed as notice of termination. From this attitude Japan dissented, and, with the Imperial Conference deferring the alliance to the Pacific Conference, the Government made a somewhat belated appeal to the Woolpack. That there should have been so much difference of opinion is proof that the Treaty was not prepared with the precision that should mark such documents.

NOTES & COMMENTS.

Bandits and Foreigners.

The many friends of Mr. J. Rasmussen, who is being held in the custody of a gang of bandits in Kwangai, will already have extended in spirit, their sympathy. We do not purpose here to deal with conjectures as to his actual whereabouts and we are content to wait—as all must be for further authentic news from Canton. The Canton Government has done well in sending a party of soldiers to effect Mr. Rasmussen's release and it is to be hoped that good news will not be long in arriving. One cannot help thinking that the practice of holding foreigners for ransom is much too frequent in China to-day. In yesterday morning's *Morning Post* we noticed a news item which stated that the Rev. H. Barker, of the China Inland Mission, who has been held for some considerable time by bandits in Yunnan, has just been released and has reached Yunnanfu, whilst in yesterday's *Daily Press* was an account of how the manager of the Mitsui Bussan Kaisha's office at Kirin had been captured by bandits who demanded the huge sum of five million yen for his release. The demand was refused and the Chinese authorities, on request, sent out an expedition with the result that Mr. Miyamoto was rescued. Thus it is that in two days we have heard of three different cases in which bandits have held up foreigners to ransom. That is a kind of thing about which the Governments of China should very seriously concern themselves if they wish to save being considerably discredited in the eyes of foreign governments. No-one can claim for a country or a province that it is well governed if foreigners are not free from molestation. Some little time ago the Canton Information Bureau waxed eloquently indignant because one of the local newspapers dared to say that there was not the best of administration in the "model province" but the Bureau would be rather hard put to it to defend the internal administration of a province in which peaceful foreigners engaged in legitimate trading businesses are not safe from seizure and robbery by roving bands of ruffians. We have no wish to put any of the blame for the present incident on Canton but the Canton Government is the *de facto* administrative body for the territory in which the affair took place and it might be held that to permit a band of armed brigands to roam the countryside is to sacrifice a lot of what has been claimed by those who "boast" the present Canton regime.

In Further Explanation.
We wish to be fair to Canton and to China as a whole and when we criticise the present administration of the country it is not with the intention of discrediting those in Canton who are trying their best but to point out that there is much which needs improvement. However much Mr. Eugene Chen might write and however well-phrased his articles might be, neither he nor any other man can deny that since the 1911 Revolution China's general administration has gone from bad to worse. Facts prove that assertion. It may be—and we do not deny—that there are those who are honestly trying to set China to rights and are now in active opposition to the northern gang in their attempt to achieve that purpose. But we sincerely believe that China's plight to-day is not merely the travail of a country passing through a great constitutional change but that it is due to the removal of the people's natural conception of a central authority—the Emperor—and also to a general lack of national patriotism in China's most powerful men. In short, the people lack the old inspiration to unity and have not had a compensating improvement in administration. Authority has become a matter for contention among many parties and, meanwhile, national government has almost passed out of existence. Even Mr. Eugene Chen must admit these facts. Our friends at Canton compose one of the parties struggling for power—and it is possibly the legally constituted Government and the party with the best ideals—but it is blindness not to recognise that in its struggle with the northern Warlords and the Peking gang it has only a remote chance of gaining the ascendancy. Meanwhile China is to be torn with internal strife, the only consolation being high-sounding panegyrics written

DAY BY DAY.

KNOWLEDGE IS THE TREASURE OF THE MIND, BUT DISCRETION IS THE KEY TO IT, WITHOUT WHICH IT IS USELESS.—*Cicero*

Has any lady lost a diamond ring? The police have one in their possession and are anxious to find the owner.

There were three cases of paratyphoid fever reported yesterday, but otherwise there were no other cases of notifiable disease.

The theft of nineteen pieces of jewellery of the value of \$1,142 and of a sum of \$161.40 was reported from a house in Victoria Street this morning.

A small fire arising from the combustion of a quantity of straw took place at No. 6 Lee Sing Street yesterday. Before any appreciable damage was done the brigade arrived on the scene and made short work of the conflagration.

A Filipino was this morning sentenced to six weeks' imprisonment for being a stowaway on the Hawkeye State. Another man of the same nationality, who came here by the same method and was found wandering without any visible means of support, was sent to the House of Detention pending the completion of arrangements by the T.K.K. Company for his repatriation back to Manila.

STILL NO TRACE.

Mr. Rasmussen Not Heard Of.

Mr. W. H. Bell, general manager of the Asiatic Petroleum Company, informed a *Telegraph* reporter late this afternoon that there is still no word regarding the recovery of Mr. Rasmussen, who is a prisoner in the hands of Chinese bandits above Wuchow.

TYPHOON WARNINGS.

The telegrams quoted below were received by the American Consulate General, Hongkong, from the Manila Observatory: 3.30 p.m. Oct. 6. Typhoon in about 135 deg. Long. E. 20 deg. Lat. N. moving NW.

11.30 a.m. Oct. 7, 1921. Cyclone or typhoon in Pacific Ocean about half-way between the Mariana Islands and the Loochoos moving NW. or NNW.

CINEMA NOTES.

"The Whip" Showing at The Coronet.

The screen version of "The Whip" clearly shows why the stage version proved so enormously successful. It is a good, old-fashioned melodrama, and it is none the worse for that. Some of the links in the story-chain are a bit weak to be sure, but it is unfolded at such breathless speed with sensation piling upon sensation, that one has no time to dwell upon little weaknesses. Its crooks are the right thing. A wrecked motor car, daring forgers, a horrific train smash—the most realistic of its kind we have ever seen—are amongst the sensations they serve up. They forge a cheque, they forge a marriage licence and altogether they have a good innings before they are dramatically bowled out. So has the audience before it is shown out. For those like a spirited film in which interest is always at a high pitch Coronet is the place.

by certain people about themselves. When friends of China suggest—as they are suggesting—that the true welfare of the country would be served by the exercise of some measure of international control they do so in the hope that during the years of such an administration China's real patriots would learn the lessons of good government and qualify all the quicker to make China the home of enlightened self government. Men like President Sun Yat-sen and Mr. Eugene Chen would be given their finest chance of gaining full control—if they deserved it.

REFUSED TO MOVE.

Said He was a Gentleman.

INTERESTING TRAFFIC CASE.

At the Police Court this morning, Kwok Kam-lin, who described himself as a clerk to a Government Solicitor, was summoned by the Traffic Department for refusing to move on when called upon to do so by the Police at Des Voeux Road Central, on Friday last at 5.35 p.m.

Mr. E. D. C. Wolfe, (Captain Superintendent of Police) who prosecuted, said that the police had been worried lately by people who stood in the roadway, generally in Des Voeux Road, and who seemed to resent the action of the Police in asking them to stand on the footway, in accordance with the notices posted on the tram standards. Recently a great deal of trouble had been encountered in this connection by the constables detailed to regulate the traffic at the Pedder Street and Ice House Street junctions. In this particular case, the defendant was asked with others to move on but declined and began to argue the point with the policeman, telling him he was a solicitor's clerk and knew the law. He was eventually taken into custody and summoned.

In evidence, the Sergeant at whose instance the summons was taken, said that he was on duty at the Pedder Street junction with Des Voeux Road on the day in question when he noticed the defendant, with others, standing in the roadway. He told them to move back on to the footway under the verandah. The others moved away, but the defendant did not appear to understand, or would take no notice of his request, which was given in English. Witness again made the request, this time in Chinese, and as the defendant then replied in English witness was sure that his first order had been understood. The defendant moved back a pace away from the tramlines, and when asked by witness to move still farther back he asked, "Why, why, why?" Witness told him that no persons were allowed to wait or stand there, as they would obstruct the traffic. At the same time he drew defendant's attention to the traffic regulation posted on the notice board on the tram standard. The defendant rejoined that that notice was not meant for any gentleman. He was a gentleman and failed to perceive how he was obstructing the traffic at that moment. "You are only a policeman," defendant said, "and I am a solicitor's clerk and a gentleman. Therefore I know all that is to be learnt of the law."

Mr. Wolfe: Did you as a result of his refusal to move tell him that you would arrest him if he did not get back?—Witness:—Yes, I did.

What did he do then?—He said he did not care, that he was a gentleman and had not done anything wrong.

Witness added that he took the man to the Central Police Station. Asked if he had anything to say in reply to this evidence, the defendant said that the sergeant used unnecessary force in taking him to the Police Station. He had consented to accompany the Sergeant peacefully, but the latter persisted in trying to secure a hard grip on his arms.

The Sergeant, questioned by the Magistrate in this regard, said that the defendant crossed his arms on his chest, and he submitted that this was an attempt to prevent arrest. It was not until the defendant had been forcibly taken a few paces that he consented to be taken quietly to the Police Station.

His Worship, in reply to the complaint made by the defendant, exclaimed: That has nothing to do with the charge. You admitted the facts that you were told to move and you refused to do so.—Defendant:—I was waiting for the tramcar.

His Worship: The whole point is that the Sergeant whose duty it was to regulate the traffic told you to move on and you must do so. You didn't, and I now fine you \$5.

Mr. Wolfe: May I be permitted to add just another point? The position is aggravated at the present moment, as the Electric Company has the road half up. That means that of people stand in the roadway, or what is left of it, it is much worse.

Interview With C.S.P.

Regarding the attitude of European residents towards the police generally in connection with police efforts to control the

traffic of the Colony, Mr. Wolfe the C.S.P. gave an interview to our reporter subsequent to the above case. In connection with a recent article by our contributor Mr. Robt. MacWhirter in which the question of control was referred to, he said:—

"On that point, I should like to relate an encounter which I had with another lady. It has been suggested that it would be wise if the C.S.P., when making such requests, should be in uniform. The very night on which the article appeared in the *Telegraph*, I was crossing the junction of Ice House Street and Des Voeux Road when I saw a number of people waiting for the tram in the middle of the road. I went up to a Chinese gentleman—I think it was—who was with someone else. He had no difficulty in understanding me. When I pointed to the notice board which requested that all persons waiting for the trams should stand on the pathway, he made an affirmative answer and stepped back on to the pathway. I spoke to him in a very loud voice because I saw a European lady coming on my left. Several other persons who were standing at the spot also moved away, but this lady remained standing and did not move. The tramcar was approaching and I, thinking that she was waiting to board it, did not say anything to her, but moved across the road to go through Ice House Street into Queen's Road. I turned my head round to see if anyone still remained standing, as I wanted to make sure that the place was clear for the traffic. The tramcar moved on its way, but imagine my astonishment when I saw this lady still standing in the middle of the road. As a result of the obstruction caused by the group of people I have mentioned, the road, on my arrival there, was blocked, and a ricksha and motor car were held up. I went up to the lady and asked her:—'Surely you must have heard what I mentioned to the Chinese gentleman and others who were standing near you?' She replied: 'I didn't think that that applied to me.' I again told her that she must have heard my remark, that one person was as much as another obstructing the road, and afterwards I asked her to go on the footpath. It is extraordinary, but it exemplifies the attitude of certain persons. There is no question about it that after an Indian constable on duty asks people to stand out of the way of the traffic they usually

grow abusive. There is no question about it. In fact they are not over polite to officers and they could just as well assist the police in regulating the traffic instead of setting extraordinary bad examples to the Chinese. I would not have referred to this at all only just to bring up a point that I want the public to know, namely that the police have had considerable trouble in this matter of regulating the traffic of the Colony. The public consider the police are not acting fairly but as I have explained that is not so, and they might have assisted the police in regulating the traffic in Des Voeux Road, particularly at the dangerous corners mentioned in the case. There are certain classes of people who seem to think that certain laws are made specially for Chinese and do not apply to them.

Another point which Mr. Wolfe mentioned was that some people appeared to think that a privilege was given to users of motor cars and private vehicles. "If motor cars could use the footpaths I would almost have them use them. The footpath is meant specifically for pedestrians. Why can't they use them and leave the centre of the roadway at least clear for the vehicular traffic? You do not see a pedestrian standing in the middle of the roadway in England. The footpaths in Nathan road are not confined to use by Chinese, yet I see a lot of Europeans, children with their amahs, and even girls—girls eighteen years or thereabouts—walking in the centre of the road. They leave little of the road for motor traffic to pass. Nathan Road and Des Voeux Road are the two places which are worrying us. I don't think a little publicity of this would do any harm," the C.S.P. added.

SHAKESPEARE LIBRARIAN.
Mr. Ernest Lodge, brother of Sir Oliver Lodge, has been appointed Librarian and assistant secretary of the Shakespeare Memorial Library at Stratford-on-Avon, one of the finest Shakespearean libraries in the world.

PERAMBULATOR FOR POLICEMAN.
Brentford police have decided to present a retiring colleague with a perambulator instead of the usual marble clock. His wife had presented him with a daughter a few minutes after he arrived home from his last official duty.

Between Ourselves

By Robt. MacWhirter.

I see this Rambling kind of body has been butting in out of my turn. I think when he gets the run of the best page of the paper on the best day of the week he might well be content. Now, I don't want to appear carnarpius but I do wish he'd let sleeping dogs lie. This eternal dragging in of Scotsmen, their language and idiosyncrasies is being a wee bit overdone. True, a while syne, I took it upon myself kindly to point out to another paper what I thought were a few unnatural mistakes in this same connection but I let it go at that. Ever since, there's aye been somebody coming back on the subject like a chow pup biting its tail.

Now I deprecate this sort of thing entirely. It's bad enough to have to live down an accent and the national reputation for meanness without having your very words chewed and mauled over and bandied about like a second-hand meat safe. And I would just like to mention in the by-going that I might be unfortunate in the way I write but I can write in no other way so as I tell Joe if that doesn't please him there's aye one thing he can do, and in this connection I canna do better than remind him about what Ole Bill said to Alf about the hole.

And another thing. It's bad enough putting together a daily screed for this corner and trying to get away wi' the bacon generally without having attention drawn to it. So now boys ease off; a joke's a long as I have my say joke, so there's no need of getting steamy under the collar over a thing like this. National pride is fine in its way but for goodness sake dinna let it develop into an exaggerated idea of our own stand up and rectitude to a roomful importance. Nothing makes for o' vicious tea drinkers. Ay, it race prejudice quicker and as I kind o' cramps one's style, don't said before, I was getting on fine you know. One never knows in this wee corner before ye what one may think. Does one? started your azyy bargyng, and the money for your motor-cycle

trouble to leave me alone. It's bad enough being restricted to one dialect but when it gets poked at over often it becomes a kind o' conspicuous-like. You get my meaning I think. What's more forbye, the *Telegraph* has enough to put up wi' without having Scots this and Scots that wished on to it every second day or so.

In any case when I was misguided enough to bring up this subject before, it was only the nouns I was anxious to preserve. Used as an adjective I've no fault in the world to find wi' the word "Scotch." Except in one rare case (Haig and Haig) all whisky from Scotland and a lot that never saw the place, is "Scotch." We have Scotch oatcakes, Scotch mist, Scotch jam, Scotch thrawnness and a hundred and one things adjectively Scotch that no one outside an asylum could take exception to. Slavishly to use the word "Scots" before a noun when applied to things, as distinct from the race, is rank pedantry to my mind and in a great measure conflicts wi' general usage which is after all, (or ought to be) in a case of this kind, our proper guide.

To write of Scots books, Scots idioms or Scots—oh! anything else, excepting men—is to make the reading less natural and therefore less effective. Come to think of it there's nothing derogatory in the word "Scotch" it indicates the nationality just as well as "Scotts."

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trouble all those looking for on, is no' half saved up yet.

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1. Fantasia....."Plantation Melodies".....Chambers
2. One Step "Co-la-la Wee Wee"
3. Fox Trot....."Cottonland"
4. Selection....."Joytime Jingles".....Pether
5. Waltz "That Naughty Waltz"
6. One Step....."Swanee"
7. Polka....."Tangled Tunes".....Ketellbey
8. Fox Trot....."Dardanella"
9. Waltz....."I'm Forever Blowing Bubbles"
10. Selection....."The Bing Boys on Broadway".....Ayer
11. One Step....."Raggin' thro' the Rye"
12. Fox Trot....."The Love Nest"

DAIRY FARM NEWS.

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THE CORONET.

THE GYMKHANA.

NOTES, TIMES AND TIPS.

(BY "WIRELESS.")

The final gallops for the Fourth Official Gymkhana Meeting took place yesterday morning before a good crowd of interested owners, when the outside course was opened. It is with much regret that many will learn that Siamese Cat, which gave many winning mounts to the young jockey (Mr. F. Soares) has had to be shot due to splints trouble.

For the main event, I am afraid that it will be an open race between The Ameer, Bolshevik, Pawshop and Scamperdale, but according to the times Scamperdale should win with Bolshevik and Pawshop second and third respectively. Leighton will start.

The performance of Miserrimus Doleful (the riding boys call this pony "Missey Doubtful") by covering the half-a-mile in 1.02.4/5, with 30.2/5th for the last

quarter should lead it to win the 5 Furlongs Race in a canter with Mountain Bear and King Harry for places.

In the handicap races, some ponies have apparently escaped the eyes of the handicappers and got off cheap. It would do well to peruse the handicaps and pick out the "outsiders" for places. Lighting must win a race and The Ameer should be a hot favourite for the one mile and a quarter race.

My selections are as follows:—

1. 5 Furlongs Race.
1 Miserrimus Doleful
2 Mountain Bear
3 King Harry
2. 3/4 Mile Handicap (A Class).
1 Tiddleywinks
2 Spyrie
3 Humorist

3. Gymkhana Stakes, 1 Mile.
1 Scamperdale
2 Bolshevik
3 Pawshop
4. 3/4 Mile Handicap (B Class).
1 Neston
2 Quo Vadis
3 Spoilt Child
5. Ball and Bucket Race.
Your own fancy.
6. Once Round Race.
1 Lighting
2 Carpenter
3 Tuckshop
7. One Mile and a Quarter Race.
1 The Ameer
2 Leighton
3 St. Anthony.

The following times were recorded:—

1/4	1/2	3/4	1	1 1/4	1 1/2	1 3/4	Last
Mile	Mile	Mile	Mile	Miles	Miles	Miles	quarter
PONY'S NAME.							
Scamperdale	34.2	1.08	1.40	—	—	—	32
Flywheel and Mountain Bear	34.3	1.08	1.42.3	—	—	—	34.3
Bolshevik	32.3	1.05	1.37.3	—	—	—	32.3
Spoilt Child	39	1.15.3	1.49.3	—	—	—	34
Tiddleywinks	34.3	1.06.2	—	—	—	—	31.4
Mountain Mist	34.3	1.07.1	—	—	—	—	32.3
Quo Vadis & Carpenter	36.3	1.09.3	1.44	—	—	—	34.2
St. Anthony and Beggar King	34.2	1.07.2	1.41.2	—	—	—	34
Lighting	34.4	1.05.2	—	—	—	—	30.3
Pawshop	32.2	1.06	1.38	—	—	—	32
Spyrie & Neston	33.4	1.07	1.40	—	—	—	32
Leighton	35.3	1.10.2	1.44.2	—	—	—	33.4
Humorist	32.3	1.05.4	1.40	—	—	—	34.1
Dandy Child	35	1.08.2	1.42.3	—	—	—	34.1
Frampton	39	1.15.3	1.51	—	—	—	35.2
Tuckshop	38	1.13	1.46.2	—	—	—	33.2
Miserrimus Doleful	32.2	1.02.4	—	—	—	—	30.2
King Harry	39	1.15.3	1.49.3	—	—	—	34
Myetic Dahlia and Golden Syrup	33.3	1.07	1.43	—	—	—	36
Ardelan	35	1.08	—	—	—	—	33
The Ameer	33	1.04.2	—	—	—	—	31.2

EMPRESS OF RUSSIA'S PASSENGERS.

Nearly 1,000 Arrive.

Carrying a total of 934 passengers, the steamer Empress of Russia came into Hongkong yesterday afternoon from Vancouver, Japan, Shanghai and Manila. Several notable persons and well-known local residents were included in the passenger-list.

Mr. John D. Rockefeller, Jr., and his family arrived on the Russia from the North, accompanied by Mr. W. B. Walker, local manager of the Standard Oil Company, who met the "Oil King's" son upon his arrival in Japan from the States.

Lord Acheson, of the British-American Tobacco Company, arrived from Shanghai.

Mr. D. M. Biggar, manager of the Asia Banking Corporation at Hongkong, returned from Shanghai, with Mrs. Biggar.

Mr. A. H. Forbes, of the Chinese Maritime Customs, arrived with Mrs. Forbes.

Dr. G. M. Harston, with Mrs. and Miss E. Harston, returned to the Colony from a holiday abroad.

Miss D. Home arrived to join her sister, Mrs. C. L. Sandes, of Hongkong.

Mr. J. D. Humphreys was a passenger from Vancouver.

Mrs. C. A. Humphreys, also arrived by the vessel.

Mr. and Mrs. Eldon Potter returned to Hongkong on board the Russia.

Dr. P. Martin arrived at Hongkong by the vessel.

Mr. P. D. Sutherland, general passenger agent for the C.P.S. Ltd., at Hongkong, returned from Japan.

Mr. A. A. Goodchild, general storekeeper for the Canadian Pacific Lines at Montreal, is making a tour of the Far East and arrived on the Russia.

Mr. H. T. Wilgress, auditor for the company at Hongkong, returned from leave at Home.

Mr. B. Proulx arrived from Montreal to join the local office of the Canadian Pacific.

Hon. Manuel Quezon, President of the Philippine Islands Senate, returned to Manila on the vessel, after his mission to Washington in connection with the question of independence for the Philippines.

He was in a poor state of health on the voyage across the Pacific, due, it is said, to mental overwork.

Two engineers, who are members of the international commission shortly to sit in Shanghai to advise upon the improvement of the port landed at Yokohama from the Empress of Russia and will proceed overland to Shanghai.

They are Major-General W. M. Black, formerly chief of the U. S. Engineers, the American representative, and Mr. P. Otte Vries, until recently the head of the Department of Public Works, Netherlands India, the Dutch member.

The passenger-list of the Empress of Russia on the present voyage is one of the largest that has been brought into this port on a trans-Pacific vessel for some time.

There were 148 first-cabin passengers, 46 second-saloon, 73 third-class and 717 Chinese deck passengers.

20 YEARS IN THE POST. Posted in New York on May 1, 1901, a postcard from a clergyman in New York has just reached a friend at Greenock.

CAMERA NEWS



A quaint Jewish rite was performed by the Rabbi Dr. Salis Daiches, the spiritual head of the Jewish community in Edinburgh, when a large quantity of holy books and religious appurtenances that had been used in the Synagogue were buried in sacred ground in accordance with Jewish custom.



There's 3,000 feet of air between this man and the ground below at Yosemite National Park.



GROUP OF LOYAL MOROCCAN TROOPS IN CAMP AT MELILLA, SPAIN. Spain is at war in Morocco. Wild Moorish tribesmen from the hills have attacked Spanish forces with considerable success near Melilla, on the Moroccan border. Some of the Moors are still loyal to Spain. The photo shows a group who are fighting with the Spaniards.



HORSESHOE CHAIR FLOATS. These old shaped floats are a perfect luxury on a torrid day.



One of the new three-wheeled taxicabs recently put into service in Paris.



This thing that looks like a bird is a motorless flying machine invented by A. Schwerdt, Berlin engineer. He claims to have made several successful flights with this glider. Notice its wings are curved like those of a huge bird.



"Wanted: 60 men in lumber yard." Four thousand answered this advertisement in London. After 60 had been accepted the gates were closed. Soon after the wood yard covering 17 acres was a mass of flames.

DOINGS OF THE DUFFS

Tom Has a Job Wished on Him.

BY ALLMAN



Announcing a Business Convenience

The Travelers Cheque Exchange Order



As the originators of the Travelers Cheque, thirty years ago, it has remained to the American Express Company to initiate many improvements in this safe and convenient means of carrying funds in traveling. The latest of these is the

TRAVELERS CHEQUE EXCHANGE ORDER

Issued in the amount of \$500, the Exchange Order enables the business traveler to carry large amounts of insured funds compactly, without bulk, and readily convertible into every-day spending cheques of smaller denominations.

Travelers Cheque Exchange Orders are convertible into Travelers Cheques only, and only by the individual owner whose signature they bear. They are not negotiable or cash. Converting offices are listed on each Order. They are sold in the same manner, under the same conditions, and at the same rate of exchange as Travelers Cheques; and are bound in the same pocket case.

Travelers Cheque Exchange Orders are an exclusive feature of the American Express Travelers Cheque System.

AMERICAN EXPRESS COMPANY
HONGKONG.

R. P. BOYCE,

MANAGER.

PORT INTELLIGENCE.

The following shipping and mail intelligence has been corrected to noon to-day.

Vessels Arrived.

Vessel	Agents	From	Mooring
Kangra of Russia	C. S. S. Ltd.	Vancouver & Manila	Wharf
Takara	J. M. & Co.	Hankow & Harbin	C 43
Hanpang	B. & S.	Canton	B 49
Chungking	B. & S.	Shanghai & Swatow	C 35
Kinshang	B. & S.	Singapore	R 7
Kalgan	B. & S.	Rangoon & Swatow	A 6
Kentucky	B. & S.	Shanghai & Swatow	C 14
Singapore M	N. V. K.	Shanghai	Wharf
Kwangle	C. M. S. Co.	Shanghai	Wharf
Taihan	Hing Kee	Canton	C 30
Chongwa	Hin Fat	Pakhoi	C 30
Mo Hon	Hin Fat	Tourane & Hoihow	Yanmatt

Clearances.

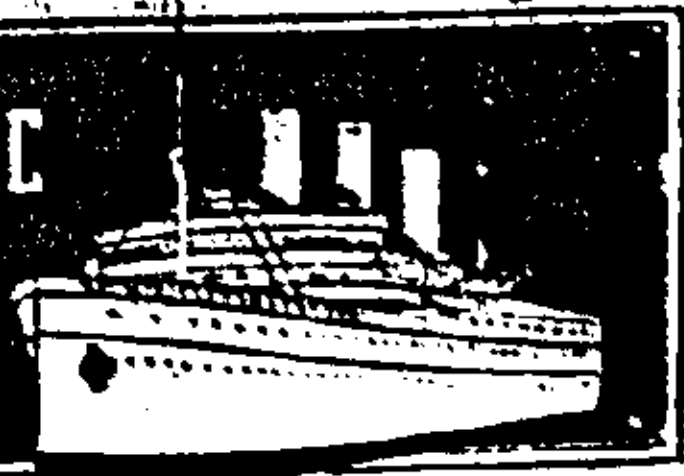
Vessel	Agents	Where Bound	Departure
Haiter	Lanque & Co.	K. C. Wan & Haiphong	7th Oct.
Haidong	D. L. & Co.	Swatow & Hongchow	"
Hanpang	J. M. & Co.	Swatow & Shanghai	"
Kangra	Sing Kee	Pakhoi & Haiphong	"
Hingang	J. M. & Co.	Sandakan	"
Taihan	J. C. L.	Manila & Batavia	"
Dugene	Struthers & Dixon	Manila	"
Yuan Sang	J. M. & Co.	Canton	3th Oct.
Singapore M	N. V. K.	Canton	"

Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing Date
Hingang	J M Co.	Sandakan	7th Oct.
Haidong	D L Co.	Fookhou	7th
Haidong	J C L.	Java	7th
Haidong	J C L.	Fookhou	7th
Haidong	J M Co.	Manila	7th
Haidong	J M Co.	Swatow	7th
Haidong	J M Co.	Shanghai	7th
Haidong	P & O	Seattle	8th
West Canon	S & D	Seattle	8th
Loosang	J M Co.	Fookhou	9th
Kentucky	Bank Line	London	9th
Tamara	B & S	Bombay	8th
Shensi	B & S	Tientsin	8th
Shensi	B & S	Tientsin	9th
Shensi	B & S	Singapore	9th
Kowloon	B & S	Singapore	10th
Kowloon	P & O	Japan	10th
Tamara	P & O	Japan	10th
Sinkiang	B & S	Singapore	11th
Sinkiang	B & S	Manila	11th
Sinkiang	B & S	Hankow	11th
Admiral	B & S	Amoy	11th
Admiral	B & S	Amoy	11th
Admiral	J M Co.	Hankow	11th
Admiral	B & S	Hankow	11th
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Admiral	B & S	Hankow	11th
Admiral			

PACIFIC SHIPPING.

CANADIAN PACIFIC
STEAMSHIPS
LIMITED.

HOME VIA CANADA

Hongkong to England

Shanghai, Nagasaki, (Moji) Kobe, Yokohama, Vancouver & Montreal.

PACIFIC STEAMER	FROM HONGKONG	DUE VANCOUVER
Empress of Russia.....	Oct. 13	Oct. 31
Montezuma.....	Oct. 26	Nov. 19
Empress of Asia.....	Nov. 10	Nov. 28
Empress of Japan.....	Nov. 23	Dec. 14
Empress of Russia.....	Dec. 8	Dec. 26
Montezuma.....	Jan. 17	Feb. 11

Connecting Atlantic sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp, Havre, Naples & Paris.
Through observations made and tickets issued here. Early reservation necessary.

Three Trans-continental Trains Daily.
Standard Sleeping cars, Compartments & Dining rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

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T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.

VIA SEIKEN, SHANGHAI, THE ISLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

Steamers	Tons	Leave Hongkong	Steamers	Tons	Leave Hongkong
SEIKEN M.	9,000	Oct. 20	TENYO M.	22,000	Nov. 27
TAIYO M.	22,000	Oct. 29	SHINYO M.	22,000	Dec. 18
SEIKEN M.	20,000	Nov. 15	KOREA M.	20,160	...

* Calling at Dairen and omitting call at Keelung & Shanghai.
* Calling at Dairen and omitting call at Keelung.

* Calling at Dairen and omitting call at Keelung & Shanghai.
* Calling at Dairen and omitting call at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBA, CALLAO, MULLENDO, ARIKA & IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AYRES.

STEAMERS	TONS	LEAVE HONGKONG
SEIYO MARU.....	14,000	November 9th
RAKUYO MARU.....	17,500	December 10th

For full information regarding passengers, freight, and sailings apply to—
Y. TSUTSUMI, Manager,
King's Building, Tel. Nos. 2374 & 2375.
Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, INC.

Operating Far Eastern services for account of the

UNITED STATES SHIPPING BOARD.

TO SEATTLE & VANCOUVER.

"WEST IVIS" ... 20th October.

TO LOS ANGELES & SAN FRANCISCO.

"WEST CALERA" ... 24th October.

* Also, cargo accepted for Transshipment at San Francisco and or Seattle to weekly sailings for

NEW ORLEANS SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. and Canadian Overland Common Points.

HONGKONG OFFICE—1 door Powell's Building, 12, Des Voeux Rd. Tel. 254.

CHINA MAIL S.S. CO., LTD.
INCORPORATED IN U.S.A.

FAST FREIGHT AND PASSENGER STEAMERS
"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG TO SAN FRANCISCO.
via Shanghai, Japan Ports and Honolulu.

S.S. NILE	S.S. CHINA	S.S. NANKING
Oct. 29th	Nov. 3rd	Dec. 12th

HONGKONG TO SINGAPORE.
S.S. CHINA S.S. NILE S.S. NANKING
Oct. 15th Nov. 13th Nov. 23rd

* Calling at Singapore, Batavia, Samarang and Sourabaya.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada.
also
Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, TEL. PASSENGER DEPT. No. 1934.
ICE HOUSE STREET, TEL. FREIGHT DEPT. & AGENT. No. 2161.

PACIFIC SHIPPING.

DOLLAR
LINESAILINGS FROM HONGKONG
FOR NEW YORK.

"GRACE DOLLAR" ...	via Suez Canal	17th Oct.
"HAROLD DOLLAR" ...	via Panama	26th Nov.
"MELVILLE DOLLAR" ...	via Panama	26th Dec.

FOR VANCOUVER.

"HAROLD DOLLAR" ...	26th Nov.
"MELVILLE DOLLAR" ...	26th Dec.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to—

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING TEL. 792.
THIRD FLOOR ... 795

Operating following U.S. Shipping Board Steamers.
PASSENGER & FREIGHT SERVICE.

For VICTORIA, B.C. & SEATTLE.

Calling Shanghai, Kobe and Yokohama.

From Hongkong, Arrive Seattle.

S.S. Silver State...	For Manila	Oct. 11.
S.S. Silver State...	For Honolulu	Oct. 22. Nov. 11.

FOR HONOLULU & SAN FRANCISCO

From Hongkong, Arrive San Francisco.

S.S. HAWKEYE STATE ...	Oct. 1, at 10 a.m.	Oct. 23.
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FOR PORTLAND DIRECT.

Calling Manila, Shanghai, Kobe and Yokohama.

S.S. Coast...	Oct. 15.
Montague ...	Nov. 11.
Abercos ...	Dec. 7.

Through Bills of Lading issued to Overland common points.
Passengers and Freight Particulars, apply to

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor Hotel Mansions.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.
REGULAR SERVICESAIGON—SINGAPORE—BATAVIA
and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

LAKE ONAWA	... sailing Oct. 13.
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FREIGHT ONLY.

FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES:

5th Floor Hotel Mansions. PASSENGER OFFICE.
Tel. 2477 & 2478. Queen's Bldg. 2, Ice House St.

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

S.S. JADDEN	15th October.
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For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC.

THE ADMIRAL LINE
AGENTS.

Telephones 2477 & 2478. 5th floor, Hotel Mansions.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN CLOON"

will be despatched to
Singapore & Belawan Deli direct.

This vessel offers excellent cabin-accommodation for saloon passengers.
Single and double cabins.
Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN-LYN.

Telephone No. 1574. Agents.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

FOR BOSTON & NEW YORK.

Sailings from Hongkong:

"EURYMACHES" ...	via Suez Canal	13th October.
"CITY OF ADELAIDE" ...	via Suez Canal	1st November.
"TYDEUS" ...	via Suez Canal	13th November.
"KANSAS" ...	via Suez Canal	17th November.

* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART
MAATSCHAPPIJ.

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

Members of the Straits, China and Japan
Conferences.)

Regular monthly service between:

Japan ports, Shanghai, Hongkong and Manila
and
Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	For	Sailing on or about
TIJSONDARI	Rotterdam, Amsterdam & Hamburg	12th Oct.
BOERDE	Amsterdam, Rotterdam & Hamburg	2nd Nov.
TOSARI	Amsterdam, Rotterdam & Hamburg	10th Dec.
OUDEKERK	Rotterdam, Amsterdam & Hamburg	10th Jan.
RADJA	Amsterdam, Rotterdam & Hamburg	10th Feb.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,

York Building.

NEW SERVICE TO JAVA

China Mail S.S. Co., Ltd.

INCORPORATED IN U.S.A.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG TO JAVA

Calling at Singapore, Batavia, Samarang
and Sourabaya.

S. S. "NILE"

November 13th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada.
also
Cargo accepted on Through Bills of Lading for transshipment at
San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, TEL. PASSENGER DEPT. No. 1934.
ICE HOUSE STREET, TEL. FREIGHT DEPT. & AGENT. No. 2161.

COMMERCIAL NEWS.

NEW PIT SHAFTS IN RHONDDA.
Two pit shafts are being sunk to tap a large area of steam coal at Treherbert, Upper Rhondda. When operations are complete employment will be found for nearly 2,000 men.

MARCONI WIRELESS PATENTS.
A verdict in favour of Marconi's Wireless Telegraph Company, Ltd., and the Compania Nacional de Telegrafia Sin Hilos has been given in the Spanish courts as the result of a joint action brought by these companies against the Compania Iberica de Tele-communication for infringement of patents relating to thermionic valves. The award nullifies certain "Telecommunication" patents known as the "Deforest Audion," requires the defendants to hand over to the plaintiffs all materials manufactured under the patents concerned, and orders the payment by the Telecommunication Company of an indemnity to be fixed.

NEW COMMERCIAL MONOPLANE.
A new commercial monoplane will shortly be used on the London-Paris service. This machine, designed by De Havilland, will have accommodations for 8 passengers and a 450 h.p. Napier engine will give it a speed of about 130 miles per hour. Arrangements have been made whereby certain post-offices in London and some of the more important towns in the provinces are prepared to receive daily parcels intended for dispatch by airplane to Paris. An airplane will leave Croydon airdrome daily at 10.30 a.m. and will reach Paris about 2½ hours later. Under present arrangements several days usually elapse between the dispatch of a parcel from London and its delivery in Paris.

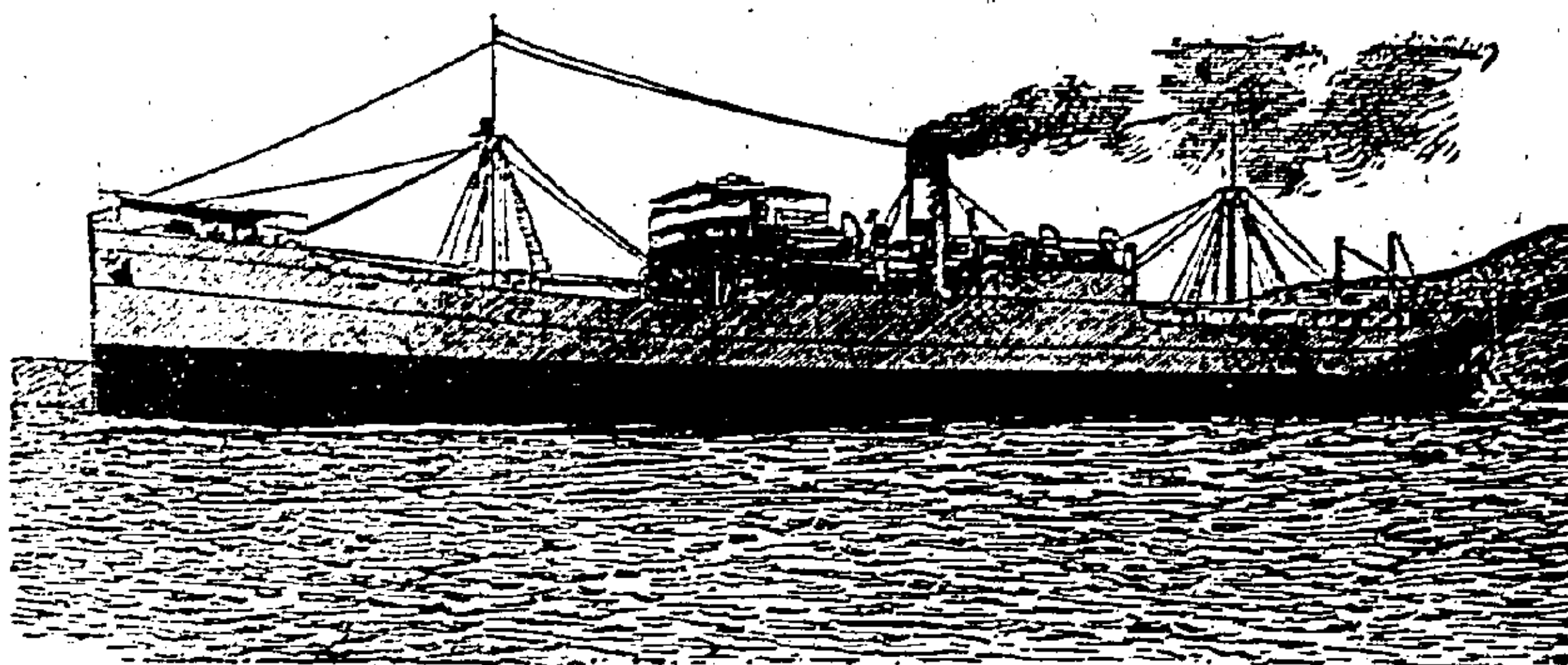
TRANSATLANTIC FLYING SHIPS.
According to the *Daily Mail*, the Fairley Company, builders for the British Air Ministry of the great Titan flying boats, have in hand plans for giant Transatlantic flying ships, driven by specially designed 4,000 horsepower engines, which will have luxurious accommodation for as many as 100 passengers, in addition to fuel, crew, and stores. They will, in fact, be air liners, with great hulls which, seen without their wings, one might mistake for some specially designed craft for use on the surface of the water. Starting from the lower reaches of the Thames, such vessels will be able to make a non-stop flight to New York in very little more than 40 hours; while calculations which have just been made show that with a sufficient fleet, well patronized, the fare by flying ship should be little, if any, more than by steamship. Conditions in the flying ships will approximate almost exactly to those of first-class steamship travel. Guided on their course by directional wireless, informed in advance of weather changes, and with a motive plant which is practically immune from the risk of breakdown, they will offer not only speed and comfort but also safety.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1, A.B.C. Fifth Edition Engineering, First and Second Edition.
Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engaged by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S., M.I.N.A., KOWLOON DOCK HONGKONG

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

TRAFFIC: BRITISH INDIA, PERSIAN GULF, WEST INDIES, AUSTRALIA, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
KHIVA	9,000	15th Oct.	M'les. London & Antwerp
DUNERA	5,400	18th Oct.	S'pore, Colombo & B'bay
SARDINIA	6,600	23rd Oct.	M'les. London & Antwerp
KARMALA	9,000	11th Nov.	M'les. London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

G. APCAR	4,700	20th Oct.	Calcutta via ports.
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EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	17th Oct.	Malbourne via Manila, Thursday
ST. ALBANS	4,500	14th Nov.	Island, Townsville, Brisbane and Sydney.

SAILINGS TO SHANGHAI & JAPAN.

KARMALA	9,000	10th Oct.	Shanghai & Japan.
TORILLA	5,300	10th Oct.	Shanghai & Japan.
ST. ALBANS	4,500	25th Oct.	Yokohama direct.

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

Passes Manilla, etc. more than 24h. A 24h. A 14h. will be received at the Company's Office up to the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO

22, Des Voeux Road Central. Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

VICTORIA, SPATTLE & VANCOUVER via Shanghai & Japan ports. Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

SUWA MARU (Nagasaki direct) Saturday, 20th Oct., at 11 a.m.
FUSHIMI MARU (Nagasaki direct) Saturday, 19th Nov., at 11 a.m.
KATORI MARU (Callling Manila) Saturday, 3rd Dec., at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & Port Said.KAMO MARU ... Friday, 14th Oct., at 11 a.m.
YO MARU ... Friday, 23rd Oct., at 11 a.m.HAMBURG via LONDON & ROTTERDAM.
MIYO MARU ... Saturday, 22nd October.
MATSEI MARU ... End of November.LIVERPOOL via MARSEILLES.
KAMAKURA MARU ... Beginning of December.SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
NIKKO MARU ... Tuesday, 15th Oct., at 11 a.m.
AKI MARU ... Tuesday, 15th Nov., at 11 a.m.NEW YORK via PANAMA & CUBAN PORTS.
DURBAN MARU ... Thursday, 20th October.
DELAGO MARU ... Friday, 25th Nov.NEW YORK via SUEZ.
RANGOON MARU ... End of October.RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.
KAWACHI MARU ... Middle of November.BOMBAY via Singapore, Penang & Colombo.
AKITA MARU ... Monday, 17th Oct.CALCUTTA via Singapore, Penang & Rangoon.
BENTEN MARU ... Saturday, 15th Oct.

TOTOI MARU ... Tuesday, 25th Oct.

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Friday, 14th Oct., at 11 a.m.SHANGHAI, KOBE & YOKOHAMA.
KAMAKURA MARU (Callling Nagasaki) Tuesday, 11th Oct.

SIN MARU (Omitting Shanghai) Wednesday, 12th Oct.

SHIZUKA MARU ... Friday, 14th Oct., at 11 a.m.

For further information apply to NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

JAVA-CHINA-JAPAN LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected at or about	Will leave at or about	For
Tjisalak	Japan	In port	7th Oct.	Java
Tjileboet	Java	9th Oct.	13th Oct.	Shai, Japan
Tjaidis	Java	17th Oct.	22nd Oct.	Java
Tjilwong	Amoy/Shai	25th Oct.	31st Oct.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected at or about	Will leave at or about	For
Saleier	Java	18th Oct.	24th Oct.	San Fisco, via Manila.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

Yok Buildings

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON

FOR NEW YORK & BOSTON VIA SUEZ.

S.S. "WRAY CASTLE"

Sailing about 8th November.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been reopened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "PERSIA" ... Sailing on or about 7th November.

FOR SHANGHAI.

S.S. "PERSIA" ... Sailing on or about 22nd October.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

Sailing from Colombo to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1039.

Agents.

AUSTRALIAN ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
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This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 35.

Agents.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

London, Rotterdam, Hamburg & G'gow	Kentucky	8th Oct.
Genoa, London & Rotterdam	City of Pekin	29th Oct.
London, Rotterdam & Hamburg	City of Delhi	12th Nov.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

CLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
S.S. "PEMBROKESHIRE"	20th October.
"GLENIFFER"	22nd October.
M.V. "GLENLYLE"	10th November.
"GLENODLE"	20th November.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
M.V. "GLENAPP"	10th Oct.	GENOA, LONDON, R'DAM & H'BURG.
S.S. "CARNARVONSHIRE"	3rd Nov.	LONDON, R'DAM & H'BURG.
"GLENIFFER"	23rd Nov.	GENOA, LONDON, R'DAM & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars apply to—

JARDINE, MATHESON & CO., LTD.

AGENTS:

THE GLEN LINE, LTD.

Telephone No. 215, sub-ex. 23 and 3696.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
BANGKOK	Leesang	Sat. 8th Oct. at noon.
STRAITS & Calcutta	Laisang	Tues. 11th Oct. at 3 p.m.
HAIPHONG via Hoibow Takang	Laisang	Tues. 11th Oct. at 9 a.m.
BANGKOK via Swatow Mingsang		Wed. 12th Oct. at noon.
SHAI & Tiau via S'ow Hopsang		Wed. 12th Oct. at noon.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Return from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haibow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & s.s. "YANNIS". Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Laisang" will be despatched on or about Tuesday, 11th Oct., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
AMOI, WLA, CEBU & ILO Iloilo	Tamling	8th Oct. at 4 p.m.
SHANGHAI & TSINGTAO	Shansi	8th Oct. at 6 p.m.
SWATOW & SINGAPORE	Kwaiyang	9th Oct. at 10 a.m.
NEWCHWANG & T'SIN	Chinkiang	9th Oct. at 4 p.m.
SWATOW & BANGKOK	Kaigan	11th Oct. at 10 a.m.
SWATOW & SHANGHAI	Shantung	11th Oct. at noon.
H'FOO, N'CHWANG & T'SIN	Kiukiang	12th Oct. at noon.
SHANGHAI	Soochow	13th Oct. at noon.
H'HOW, PHOI & H'PHONG	Kailong	15th Oct. at 10 a.m.
SHANGHAI & TSINGTAO	Chenan	15th Oct. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are Landed in Shanghai avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from H'kong via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong Oct. 7, 1921.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.
(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Hailong	W. Couper	FRI. 7th Oct. at 2 p.m.
Hailong	W. C. Parmore	TUES. 11th Oct. at 2 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)
For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service

between

JAPAN HONGKONG & JAVA.

For Batavia, Samarang, Sourabaya, Macassar & Balikpapan.

S.S. MACASSAR MARU ... Sailing on or about 15th Oct.

For Moji, Kobe, Osaka & Yokohama.

S.S. SAMARANG MARU ... Sailing on or about 6th Oct.

For further particulars please apply to—

No. 3, Des Voeux Road Central.

K. SUZUKI,

Second Floor of Prince's Building. Tel. No. 2206. Manager.

SHIPPING NEWS.JAPAN CRUISER RUNS AGROUND.
The Japanese cruiser Makasa returning from a trip to the Imperial Harbour on September 15 ran aground on a reef outside Vladivostok in the fog at night time.PROTECTION FROM PIRACY.
In consequence of the activity of pirates, Shanghai rice merchants are arranging to sail their boats bringing cargo to Shanghai in fleets, under the protection of the Water Police.SOVIET NONSUITED IN AMERICA.
A New York Message says: The Soviet Government have sued in the Federal Court for the possession of certain Russian steamers in New York waters. The Judge held that the Soviet Government could not appear as a litigant in American courts because they were not recognized by the United States.

STRANDED SEAMEN HELPED.

When two Lascar seamen were charged at Preston with travelling on the railway without paying their fare they pleaded they were stranded, and wished to reach their ship at Liverpool. The case was dismissed, and the magistrates and the prosecuting solicitor subscribed the money for the journey.

CONDITIONS ON THE YANGTZE.

Apparently the paragraph in our last issue regarding the situation on the Upper River was unduly optimistic, says Shipping and Engineering, for late reports from Ichang indicate that matters in that district are going from very bad to worse and that there is little probability of the situation clearing up satisfactorily so far as foreign vessels are concerned. Trading steamers have again been heavily fired on, in one instance with fatal results. During the fighting in the vicinity of Ichang, British, American and Japanese gunboats are said to have been fired on; the Dollar Line's Robert Dollar II was fired on from the right bank of the river, a passenger being killed and damage caused to the vessel. The C.N. Co.'s Tungting has been attacked, as has also the A.P.C.'s Anlan. General Wu Pei-fu has seized the Shuhun, which flies the French flag, although it is generally understood that the Shuhun is actually owned by Chinese. Another report states that at the time the Shuhun was seized she was flying the British flag, but we understand that this was not the case. General Wu attempts to justify his action by the statement that the Shuhun has been used as a troop transport for the Szechuanese. He has refused to discuss the seizure and has expressed his intention of making use of the vessel for the transport of his own troops. It is reported that the British and Japanese Consuls at Ichang are attempting to mediate between the opposing forces with a view to the fighting and attendant attacks on foreign vessels being stopped. The whole situation is so chaotic that no real indication of what is to happen is possible.

THE RECENT STRANDINGS.

LIVERPOOL-CANADA RECORD.
"Although absolutely no information on the matter is yet available officially, we understand that Courts of Enquiry have been held" state Shipping and Engineering, to inquire into and report on the stranding of the Blue Funnel s.s. Glaucus and the Messageries Maritimes s.s. Cordillere on the Tongsha spit on the night of August 20. We have unofficial but none the less reliable information, however, that the results of the Courts of Enquiry (held on September 10 in the case of the Glaucus and on September 14 in the case of the Cordillere) are briefly as follows:—In regard to the Glaucus the finding was to the effect that the stranding of the vessel was attributable solely to the negligence and lack of prudence on the part of the pilot, in not keeping to a course sufficiently south of the Tongsha Light, and the judgment was that having in view the previous record of this pilot, who is stated to have been involved in several previous mishaps, he would be dismissed from the pilot service. It is stated that an appeal has been lodged with the British Consul-General, but we are unable to obtain confirmation of this. The finding in the case of the Cordillere was exactly similar in its main points to that of the Glaucus, but in view of the clean pilotage record of the pilot involved, the judgment was much less severe than in the other case. His certificate has been suspended for two months as from September 1, and for three months after that suspension he is to be permitted to pilot only vessels of shallow draught. Captain H. G. Myhre, Harbour-Master at Shanghai, was, we are informed, President of both Courts."

